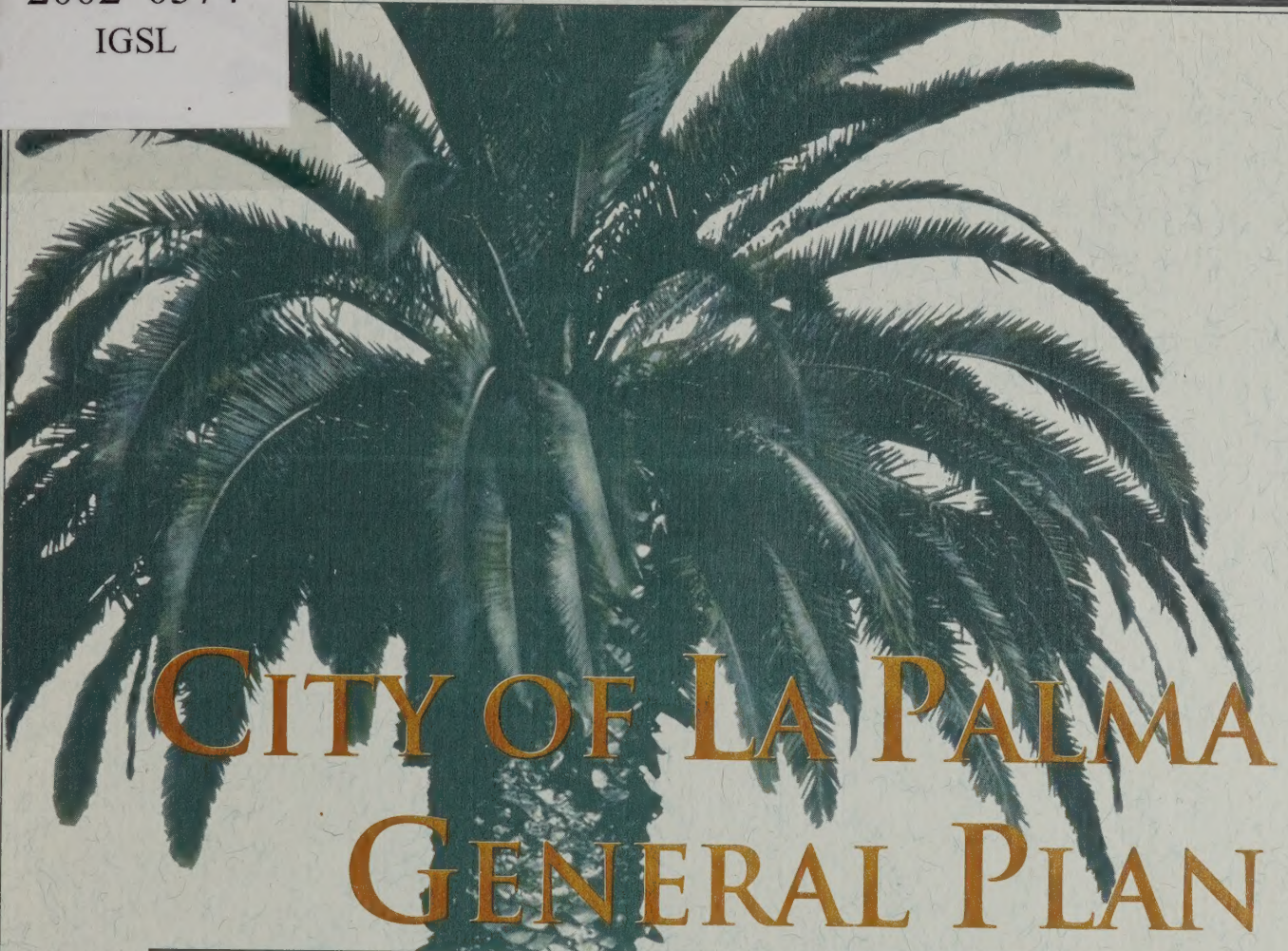


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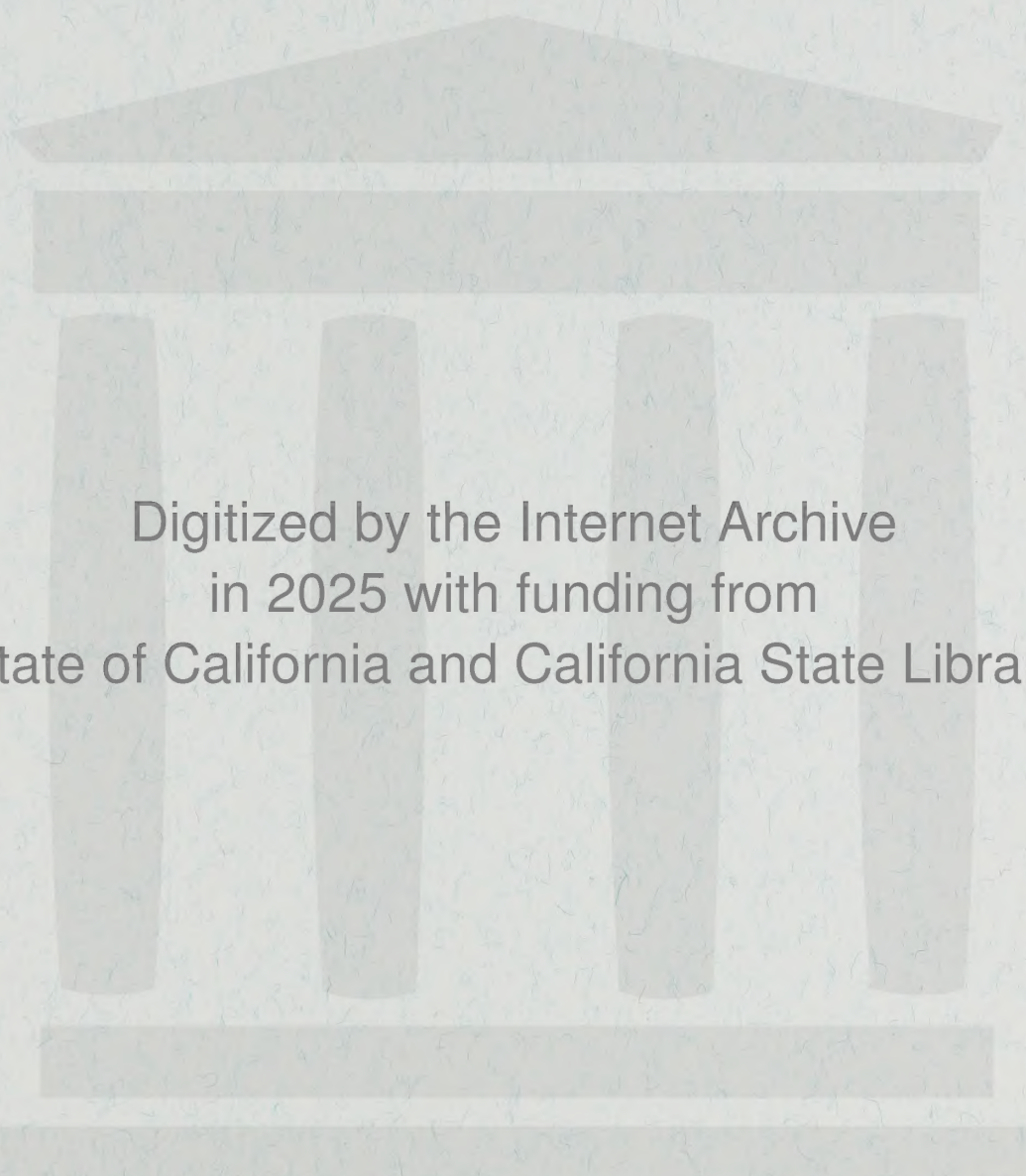
CITY OF LA PALMA GENERAL PLAN

VISION ♦ FAMILY ♦ PRIDE OF OWNERSHIP ♦ OPPORTUNITY ♦ SECURITY

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CHAPTER I

LA PALMA: SPECIAL PLACE

A GETTING ACQUAINTED WITH LA PALMA

If you are a citizen of La Palma, this discussion represents you. If you are not, it represents the citizens and their desire to help you understand the kind of community we are and wish to be (they are very similar). You may have an interest in La Palma because of its strategic and convenient location within the Los Angeles/Orange County metropolitan areas (see *Regional Location, Exhibit I-1*). That appeals to many of us. Or, you may be looking for a place to move your family or your business. In any case, we'd like to talk a little about La Palma before you delve into the rest of our General Plan.

We became a City in 1955. Orange County was growing at a phenomenal rate in those days. In fact, during the year after our incorporation, the County added over a hundred thousand residents to its population. But that rapid growth passed us by at that time. There were only 500 of us when we became a City. In fact, our original name declared that we were a different kind of place: the City of Dairyland. Most of the City's founding fathers were in the dairy business. However, the growth in surrounding communities was gradually squeezing out that activity.

Only 1.6 square miles in size at incorporation, our City now contains two square miles--still the smallest city in the County in size. Population is another matter. That original 500 grew slowly to just over 600 in 1960. By 1970, many of the dairy farms had disappeared and there were almost 10,000 La Palmans (which caused us to change our name to more accurately reflect our suburban character).



Ten years later, most of the residential development you see today, was in place and our population rose to well over 15,000. In the last 18 years, that number has increased by less than 500. What this means, among, other things, is that virtually all of our housing has been built within a brief twenty-year period. Since we don't want it to wear out all at once we take excellent care of it. A lot of us who came during those years are still here: we are a remarkably stable community.

In fact, we have only a few acres of land left that can accommodate additional dwellings, so it is safe to say that growth within the City is not going to be of major proportions. This means that we will look very carefully at the new development that does occur.

A real change came about with the completion of the Centerpointe development, near where La Palma connects to the region's freeway system, via the Riverside/Artesia Route 91 Freeway. This office/commercial complex is a landmark within the City and sets a high standard for this type of development.

Along with the residential growth that has taken up most of the land in the City, we witnessed the evolution of an industrial park and a variety of commercial convenience centers. This has been augmented by a small, but centrally located, open-space complex that is perceived by many as the City's downtown, although we really don't have one in the classic sense. This complex is comprised of the Edison International easement and Central Park which, combined with the nearby civic center and hospital, represents a form of "public downtown" or "city center."

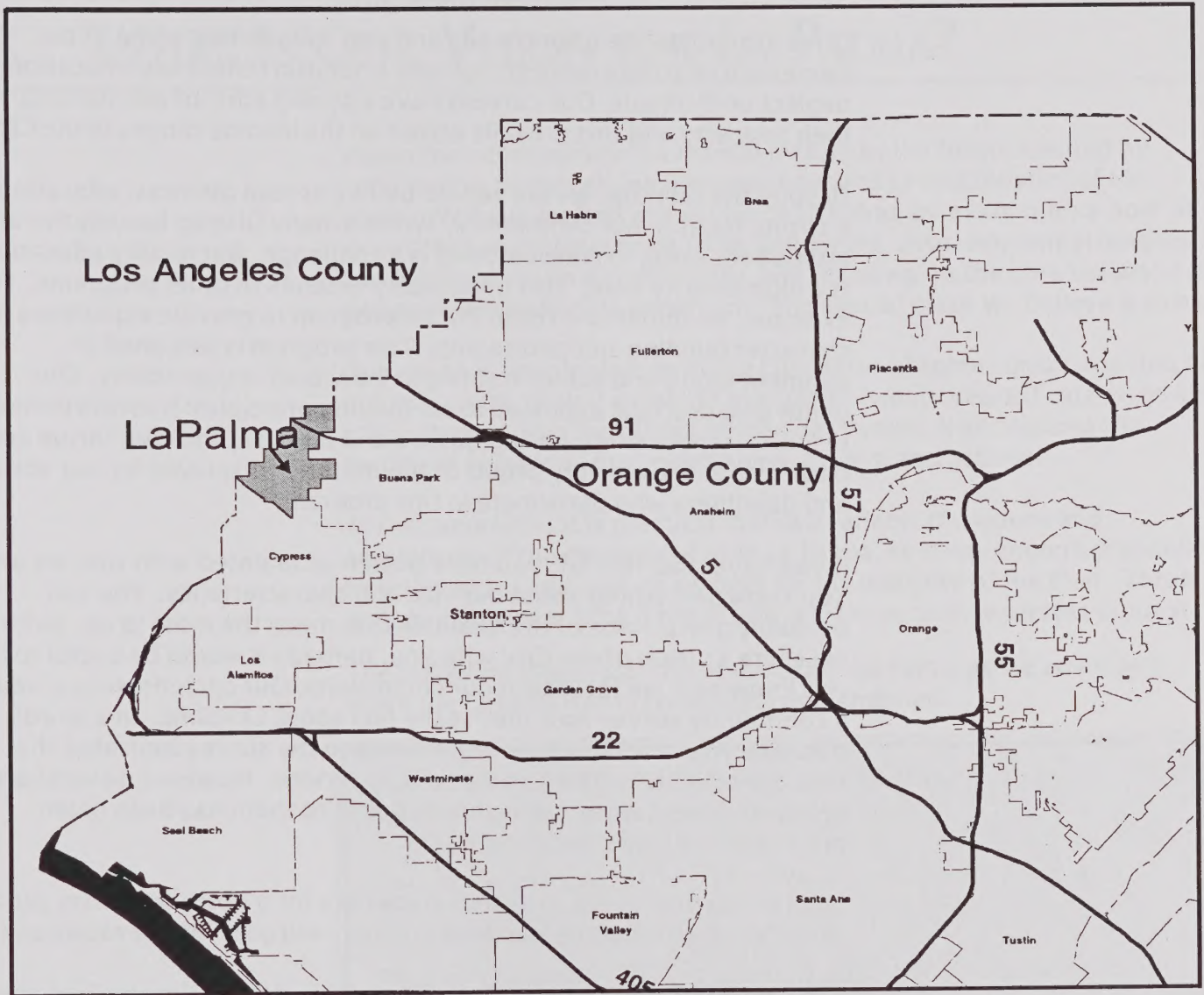
If you spend much time here you will notice several characteristics about La Palma that you might not expect in a small, suburban community. The first is that we have a number of public events (celebrations) that engage a large number of our residents and business people. Examples include our Fourth of July Run, the summer 'Concerts-in-the-Park', and the La Palma Days celebration in the fall. All of these activities bring our citizens together.

The second characteristic that you will notice is that there are many ethnic origins represented here: about half are Caucasian; a third are Asian and Pacific Islanders; and the rest are mostly Hispanic, with just under four percent Black. Consequently, when you observe our school population (a segment of the population that is very important to us), you will see a considerable mixture of ethnic backgrounds.

Another dimension of our community that is not immediately obvious is that we have our own Police Department and we are proud of the work

I. LA PALMA: A SPECIAL PLACE

Regional Location



City of La Palma
General Plan

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Exhibit I-1





that they do. La Palma enjoys a high degree of personal safety, which is one reason why a lot of us are here. Of course, we are not crime-free; but we have one of the lowest crime rates in the County.

Drive around our neighborhoods and you will see that some of our homes are relatively modest, yet only a handful reflect any indication of neglect or disrepair. Our citizens have a strong ethic of maintaining their property and this prevails across all the income ranges in the City.

Despite the fact that we are served by five school districts, education is a strong focus in our community. With so many District boundaries and attendance areas to consider, this is a challenge. But quality education is a high priority here. This philosophy extends to other programs. For example, we initiated a Youth 20/20 program to provide experience in character building and citizenship. This program is designed to augment family and school training in individual responsibility. Our youth gain practical exposure to six guiding principles: trustworthiness; respect; responsibility; caring; justice and fairness; and civic virtue and citizenship. We are very proud of the maturity displayed by our sons and daughters who participate in this program.

If you have read this far, you have gotten acquainted with who we are. You know something about our size and characteristics. You can probably grasp some of the qualities that mean the most to us. Before we share a vision of our City with you, perhaps it would be useful to let you know how we feel about our community. Our citizens were asked in a community survey how they really feel about La Palma. In a word: pleased. About 95% of the respondents to the survey indicated that they are satisfied with current levels of service. However, several areas of improvement were noted and response to them has been given priority in the City's budget process.

So that you don't have to search elsewhere for a quick summary profile of La Palma, a look at the following numbers will give you the essence of it.

The baseline for this plan is December 1998. At that time we had about 15,500 residents; just over 5,000 dwelling units; a labor force of about 9,250; and a median home value of about \$306,500. There are only a few acres of land left to develop: enough for less than a hundred residential units and only a few new business structures. Revitalization of some non-residential areas is likely, but not on a particularly large scale. Our task now is mainly to maintain and enhance what we have. This General Plan is an indication that we are up to it.

We believe La Palma is, indeed, a special place. Our past shaped it; our present maintains it; our future enhances it; and our vision reflects the

culmination of all three. This General Plan provides the policy direction to achieve that vision. We invite you to join in that vision, whether you are a visitor, one of our new residents, or a business owner looking for a prosperous location.

B. WHAT IS OUR VISION FOR LA PALMA?

Vision for a community is a mental picture of the future created by anticipating or conceiving important desired characteristics of the place. We have crafted our vision of La Palma by examining a host of issues that we believe need to be addressed, assessing our strengths and weaknesses as a community, and focusing on the core values of its citizens who make this community the special place we believe it to be.

Our vision is imaginative in that it conceives of some conditions that do not now exist, or that wouldn't in another twenty years if care were not taken in managing the affairs of the community. It anticipates the results of numerous future decisions, events, and actions.

At the same time, it is practical in that it reflects the values and aspirations of the majority of us in La Palma, so it has enough credibility to bring about and sustain respect for the integrity of the Plan. This is only possible over time if the vision reinforces and generates interest.

The following Vision Statement describes La Palma as we envision it when the General Plan is completely implemented.

VISION: *The power to imagine a future that sustains the positive values of the present.*

FAMILY: *People united by common values, convictions, and aspirations.*

PRIDE OF OWNERSHIP: *Caring enough about one's home to invest in it continually.*

OPPORTUNITY: *The chance to prosper according to one's commitment and ability.*

SECURITY: *Freedom from fear of one's person or property being violated.*

Vision. Family. Pride of Ownership. Opportunity. Security.

These ideas sum up the essence of the La Palma way-of-life. These values and priorities have driven the evolution of our community and will continue to shape its character into the future.



Come and join us as we leap forward into that future and describe what we envision our community to be.

If we look at La Palma from that vantage point, you will see that many qualities so valuable to this community at the end of the 20th Century are still a driving force here.

A word that often captures these qualities and all of the positive emotions they stimulate is *Hometown*. Perhaps no other label generates the feeling for a place that this simple word does. It reflects our loyalty to this community and identification with it, even if one moves on, as is sometimes necessary. La Palma is like that. Many of us have been here for most of its history as a city. Others have returned because of the qualities and comfortable feelings a small town offers. Still others have come more recently because of these same values. The point is that we have made a real choice to raise our families here, to be involved in our children's education, and to be part of a community that has a scale with which we can identify.

Our motto is *The City of Vision*. That makes sense when you think back almost 40 years to the time when this land was farmland. In fact, the City originally incorporated under the name *Dairyland*. It took real vision to imagine those dairy farms becoming the La Palma of today. Now, our vision is one of carefully stewarding what we have built and preserving our quality of life.

We find ourselves in a strategic location, at the western edge of Orange County, yet within easy reach of almost any place within the Los Angeles region. Long-time residents and newcomers of many ethnic backgrounds find La Palma a convenient and safe harbor between major centers in Los Angeles and Orange Counties. Hometown, it turns out, has appeal in many cultural heritages.

Since La Palma is a small place—two square miles of land area and just under 16,000 population—we have the good fortune of enjoying a personal identity with our community that is more challenging for larger cities. It is true that we have no downtown in the conventional sense. However, La Palma's "uptown" is at Centerpointe, still a contemporary, quality commercial and office complex that continues to provide jobs and services of significant value to our community. Perhaps that has been influenced by its location near the City's sole connection to the freeway system and right next to our industrial district. Unlike some developments of similar character elsewhere in the region, Centerpointe has matured in a very positive way.

It is the same with our active public center where you will find the City Hall, library, hospital, community park, and the central section of the

well-landscaped Edison International easement that runs the entire width of the City. This is the centerpiece to our prospering residential neighborhoods. We say they prosper because less than one percent of the houses show significant signs of decline.

There is no vacant land left in our town. If anything else is going to be built, it will have to replace something else that is already on the ground. That won't be easy, because we take very good care of what is here.

Many people are surprised to know that we have our own Police Department and a lot of our neighbors volunteer hours to augment its security services. It is remarkable for a city this size. We work hard to sustain it.

Schools are still highly valued here. La Palma has one high school, a junior high, and three elementary schools, and is served by five different school districts! In addition, there is one high school, one junior high and one elementary school outside the City limits, which some of our children attend. As chaotic as it may sound to have that many systems with which to coordinate, we remain dedicated to ensuring a high quality education for our children. The schools here are truly a part of our community, not just public facilities that happen to be within our boundaries.

You will find that several activities we carry on each year are major forces that sustain the identity of our hometown as a place where people really count. For example, our annual La Palma Days celebration and parade in the fall and our 'Concerts-in-the-Park' series during the summer increasingly attract neighbors and friends to share in music and fun. We do these things at a scale that matches our community and people respond.

There are many other things to share about our small city, but you can find out about those by reading our General Plan. It declares our ownership of the values that have shaped this community, expresses our commitment to sustaining them, and announces our promise to carry out the programs and actions that will sustain our vision.

Here are some of the qualities and characteristics that accurately define this special place.

- We regularly take the time to reflect on our vision as part of the annual budget process. We have become accomplished at making improvements in increments—small steps that yield big results.
- Our community activities and partnerships with each of the school



districts regularly provide opportunities to involve our families in the life of our City.

- The rich ethnic heritages reflected in our community share a common commitment to the provision of cost-effective public facilities and services.
- Most of our houses have benefited from major improvements of all kinds-room additions, roofs, new landscaping, to mention a few. You will find only a handful of houses that need substantial attention.
- Development standards are now clarified so that improvements to our homes and businesses are efficiently processed and contribute to sound development.
- Programs are in place, which enable neighborhood residents to obtain help with property maintenance. This avoids the need for extensive code enforcement and prevents the onset of neighborhood deterioration.
- The deterioration of some of our block walls and incomplete landscaping along the arterial highways serving our city have been restored and now convey a sense of quality and caring to residents and visitors alike.
- Programs engaging people in a wide variety of educational and community service opportunities flourish in La Palma, particularly those serving our youth and senior citizens.
- Our citizens know that they and their property will be much safer from harm than in many cities. This is continuously reflected in above-average property values.
- We are known as a community in which respect for rights of all people and acceptance of personal responsibility reinforce the success of our police department in curbing crime and providing sensitive assistance to those in the community who need help.
- The substantially improved Edison Easement, often referred to as *La Palma Promenade*, extends the entire width of the City and is our most actively used recreation space.
- Cooperatively supported use of school sites provides recreation opportunities for our families, youth, workers, visitors, and those with special recreation interests.
- Though our industrial area has changed a little, it maintains a strong employment base, continues to generate solid tax revenues, and

provides job opportunities for our families.

- Our city identification is now well established and appears in many locations throughout the community.
- La Palma's economy is sound and attractive to businesses that seek a stable and loyal clientele, a particularly strong quality of our population.
- Our greater La Palma "family" exhibits considerable pride in being part of this special hometown. The level of communication and involvement is unusually high.
- La Palma's vision is alive and well after several generations. We have learned how to adapt to change and still sustain the qualities and values that brought us here in the first place.

C WHAT IS OUR GENERAL PLAN AND WHY DO WE HAVE IT?

We have a General Plan, not just because the state law requires one, but also because we want to declare our commitment to the Vision for La Palma. We are convinced that our community will retain and improve upon its fine quality-of-life for future resident and business citizens because of the commitments stated in this Plan. We take this document seriously and expect others to do so as well.

The General Plan is intended to guide and influence future development related decisions. To do that, it contains goals and policies that provide guidance by our City officials. Goals describe general conditions that are desired. Policies state guidance to be used in future decision making. Any topic for which a goal is stated can be assumed to be an important factor in realizing our Vision. If there is a goal, there will always be a policy to carry it out. Often, there will be several.

If you are familiar with other general plans you may note some differences in this one. We cover all of the subjects required by state law, as well as Orange County's Measure "M" (a proposition passed several years ago to invest the proceeds of a new half-cent sales tax levy in Countywide transportation system improvements). However, these mandated subjects are organized under four general chapters:

The City Structure, Community Safety, Housing, and Growth Management. The first two contain most of the topics (or elements, as the Government Code refers to them) specified in state law. Housing is treated separately because its scope is specified in great detail in the



law. The Growth Management Chapter likewise covers a single subject because of the specifications of Measure “M.”

As we discuss elsewhere in the General Plan, many plans and programs are guided by the policies stated here. Some are required by law to be consistent with the General Plan. Examples include the City’s zoning ordinance (both the regulations themselves and the application of zoning designations to specific properties); the City’s acquisition or disposition of public lands; and the capital improvement program maintained by the City. Beyond these legal content requirements, the adoption of this Plan commits the City Council and those who advise them to refer regularly to the General Plan for guidance in making development decisions.

D. HOW TO USE THE GENERAL PLAN

We want to be clear about what is expected when decisions on public or private development issues require reference to the General Plan (in order to be consistent with it). For that reason, you will find certain action words have a particular meaning. It will help in understanding our Plan if you take a few minutes to familiarize yourself with these terms.

To begin with, *goals* are stated as desired conditions or outcomes, not as actions. The easiest way to think about this is to precede each goal statement with the phrase: “The citizens of La Palma want...” The condition described in the goal statement completes the idea. Then, we state the policies we believe are necessary to advance toward each goal. It is important to understand that not all policy is the same. Different levels of commitment to goals are necessary and desirable, so we use particular terms in specifying our intent. They are described below.

Shall. We will always follow the policy. This is our absolute commitment to the guidance expressed in the policy. Our expectation is that the policy will definitely be implemented.

Should. We will follow the policy in most cases. Exceptions or degrees of implementation are acceptable to us for good reason. Our expectation is that the policy will almost always be implemented.

Allow. Our policy is to permit someone else’s initiative and support it unless there is a very good reason not to. Our expectation is that the policy will generally be implemented, even though some party other than the City carries it out.

Coordinate. The City will join with some other party to implement the policy. Our expectation is that the policy will generally be implemented in some form of partnering arrangement.

Consider. We will investigate the proposed action or approach to determine the actual level of commitment that is appropriate. Our expectation is that an open-minded effort will be made to evaluate possibilities until facts are determined and a decision is made based on those facts.

Restrict. We will take action within certain bounds. Our expectation is that implementation will occur, but at a constrained level or within specified limits.

Prohibit. We will take steps to actively oppose a specified action and prevent it from happening. Our expectation is that the direction involved will not happen under any circumstance.

Each Chapter of our General Plan will follow a similar format. We begin with a brief overview or introduction, discuss the portion of the Plan being presented, and state the goals and policies we wish to implement. Chapters II (City Structure) and III (Community Safety) cover all of the topics in the General Plan except for Housing and Growth Management, which are dealt with individually, in Chapters IV and V, respectively.

If you find that you would like more detail on a particular subject, refer to the Appendix, where a considerable body of more detailed information and technical documentation is located. **Appendix A** contains the Implementation Plan for the General Plan. This section will be reviewed and updated annually as part of the City's budget cycle.

Appendix B covers the compliance requirements with the California Government Code. Appendix B, Section A provides for the General Plan Amendment Procedure that will be used by the City to amend and update the General Plan. Appendix B, Section B contains a listing of local actions and documents that must be consistent with this General Plan. Appendix B, Section C provides the relevant sections of the Government Code that define the scope of the various General Plan elements. It is important to note that each element is addressed to the extent that it applies to the City of La Palma, there is no universal scope that applies.

Appendix C includes the Expanded Housing Element as reviewed and certified by the State's Housing and Community Development Department. A summarized version is contained in Chapter IV.



Appendix D contains the Expanded Growth Management Element as required by the Countywide Growth Management Program. A summarized version focusing on the key issues, goals and policies is contained in Chapter V.

Appendix E is an Issues Summary that was prepared early in the process based on interviews with City Council and Development Committee members; a public workshop conducted on the General Plan; interviews with City staff; and the community survey conducted by the City in the fall of 1997. The Issues Summary was the main source from which issues were selected for focused analysis and policy direction to be expressed in the General Plan.

Appendix F includes three Policy Option Papers that were prepared to explore the range of options the City has regarding three important subject areas affecting the General Plan. The Policy Option Papers focused on *Industrial Area Conversion, Development Standards and Enforcement*, and *Open Space/Recreation Resources*. The policies stated in this General Plan reflect the preferred options selected by the City Council during the update process.

Appendix G contains a Non-Residential Land Use Inventory that identifies the address, name of the establishment, zoning designation and other information for each non-residential parcel in the City as of February 1998.

Appendix H is a Glossary of terms used in this General Plan. The General Plan Glossary is adapted from a Glossary published by the California Planning Roundtable in 1997 and the Governor's Office of Planning and Research in 1998.

Appendix I contains the Draft and Final General Plan Environmental Impact Report, certified by Resolution No. 99-12 on March 16, 1999, by the City of La Palma City Council. The EIR contains technical appendices, including a traffic report and noise analysis.



CHAPTER II

THE CITY STRUCTURE

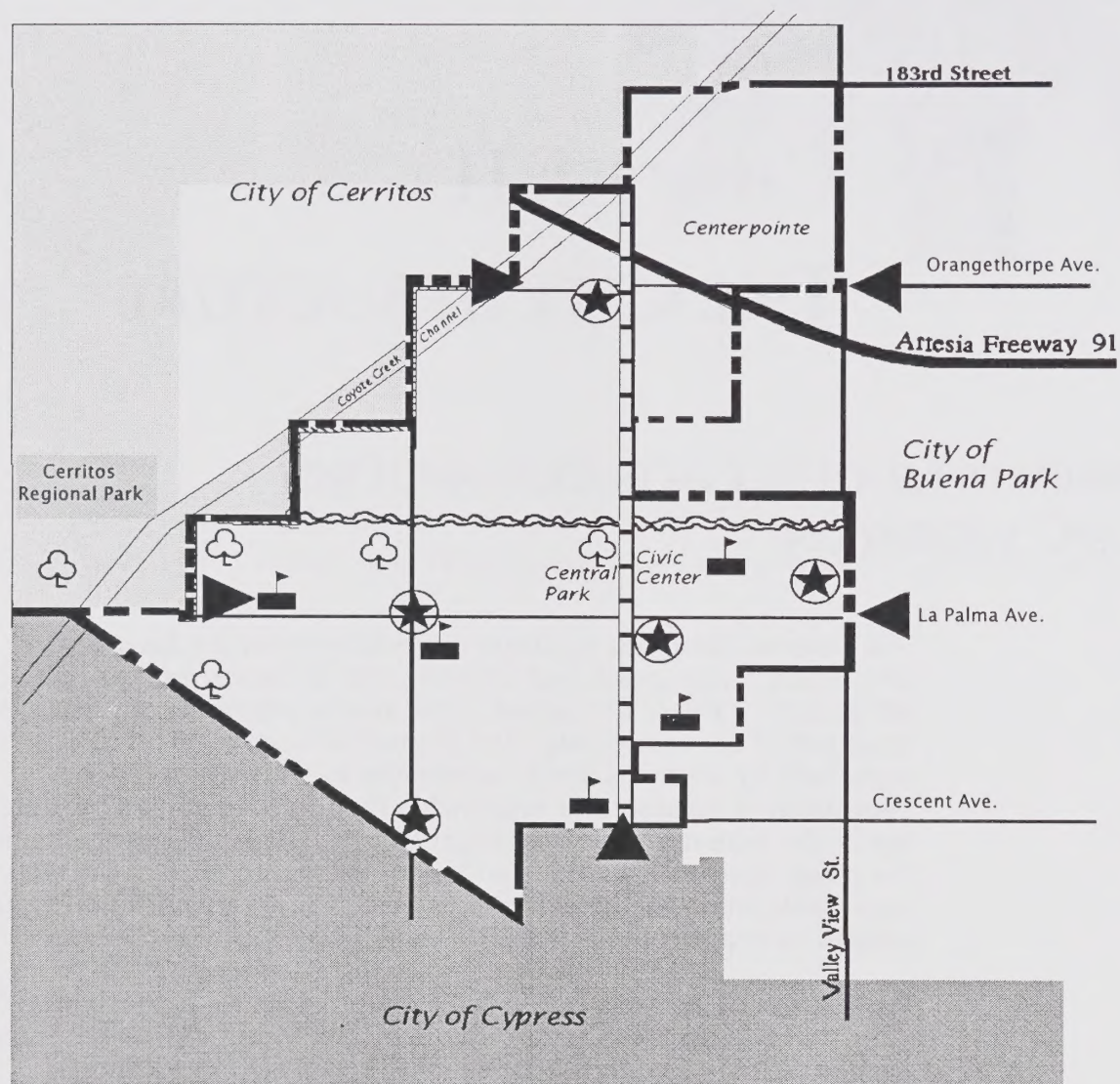
A. OVERVIEW OF LAND USE, CIRCULATION, AND OPEN SPACE/CONSERVATION

This chapter combines the state requirements for the Land Use, Circulation, Open-space, and Conservation Elements into a single, integrated Chapter. Combined, these topics define the physical structure of the community. The content of each element is mandated by state law and is referenced in Appendix B. Each community is obligated to respond to the topics identified by state law to the extent a topic is relevant to a city. This Chapter contains the goals, policies, standards and maps related to each of the land uses called for in the community, as well as the transportation system needed to support these uses.

The pattern of land use within La Palma provides for a consolidated industrial and business sector that is located north of Orangethorpe Avenue and the Riverside/Artesia (SR91) Freeway. Its location is isolated from the residential and community support uses that are located south of Orangethorpe Avenue, as shown on *Exhibit II-1, Community Structure*. This general land use pattern enables the industrial and business uses to function and thrive with few negative impacts on residential neighborhoods. The circulation pattern consists of an efficient grid system of major, primary, and secondary arterial roadways connecting La Palma to adjacent communities. Walker Street is the main artery that links the residential area with Central Park, as well as, civic, commercial, and industrial uses. Most homes face minor collector streets and cul-de-sacs that meander through the neighborhoods and create quiet, safe environments.



Community Structure Map



Legend

	City Boundary		School		Key Connector Road
	Major Entry		Park		
	Commercial Areas		Open Space Corridor		

City of La Palma
General Plan



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Exhibit II-1



II. THE CITY STRUCTURE

Single-family detached housing is the predominant existing land use within the City (50.4%). Nearly 96% of the housing stock (both single family and multiple family) was built prior to 1980. Since 1990, a total of 147 dwelling units have been constructed. Neighborhoods have well-maintained landscaping, and a sidewalk system connecting to schools and to the open-space corridor. Most residents (61%) have lived in the City for a decade or more. The housing stock overall is in good to excellent condition. Over 81% of residents own their homes, and the pride of homeownership is evident. Home additions and upgrades are prevalent. However, as the housing stock ages, it is important to residents that reasonable City Code enforcement and incentives are used to curb instances of deterioration early and avoid large-scale problems that can result from inattention.

Multiple family housing comprises 7.6% of the community. There are five apartment complexes totaling 992 units, and 7 condominiums and townhouses complexes totaling 433 units. As discussed in greater detail in the Housing Element, the complexes are in generally good condition and do not need rehabilitation at this time.

The business/industrial sectors of the City are generally well maintained and visually attractive. One of La Palma's landmarks is the Centerpointe development, which is highly visible from the Riverside/Artesia (SR 91) Freeway. Centerpointe is a master-planned mixture of high-rise hotel, office, restaurants, entertainment, research and development, general commercial and light manufacturing uses. The development projects a high quality image in terms of landscaping, pedestrian circulation, signage and architecture. Adjacent to Centerpointe in the north and west, is the industrial sector of the City. Large, low-rise buildings used for manufacturing, assembly, warehousing, and other light industrial uses characterize the area. There is some need for tightened development standards to address outdoor storage areas, screening, and truck traffic.

A detailed land use inventory of non-residential properties was completed as part of the General Plan Update process and is shown in *Appendix G, 1998 Non-Residential Land Use Inventory*.

La Palma is a fully urbanized community. Public open-space is comprised of lands used for outdoor recreation including parks, school yards, and pedestrian and bicycle trails. Currently, the City has approximately 37 acres devoted to parkland. There are no open-space lands with natural habitat areas within La Palma. The preservation and enhancement of the existing open-space and recreational resources is an important issue to most residents. *Exhibit II-2, Existing Land Use*, illustrates the existing land uses within La Palma.



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II. The City Structure

Existing Land Use Plan

LEGEND

- Single-Family Residential
- Multiple-Family Residential
- Office Professional
- Neighborhood Commercial
- Multiple Use Business
- Public/Institutional
- General Industrial
- Open Space/Recreation
- Vacant
- City Boundary

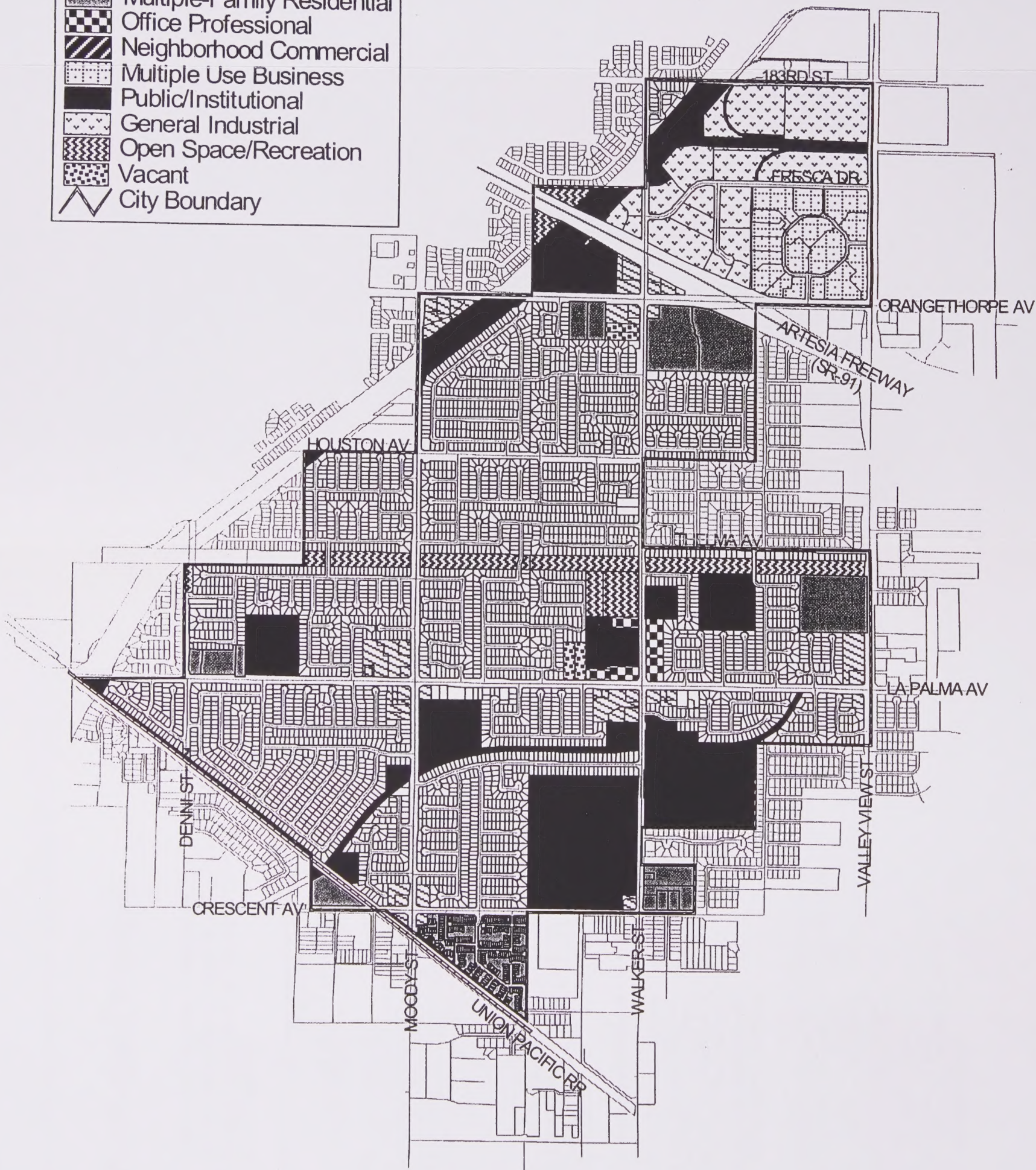




TABLE II-1 RELATED PLANS AND PROGRAMS

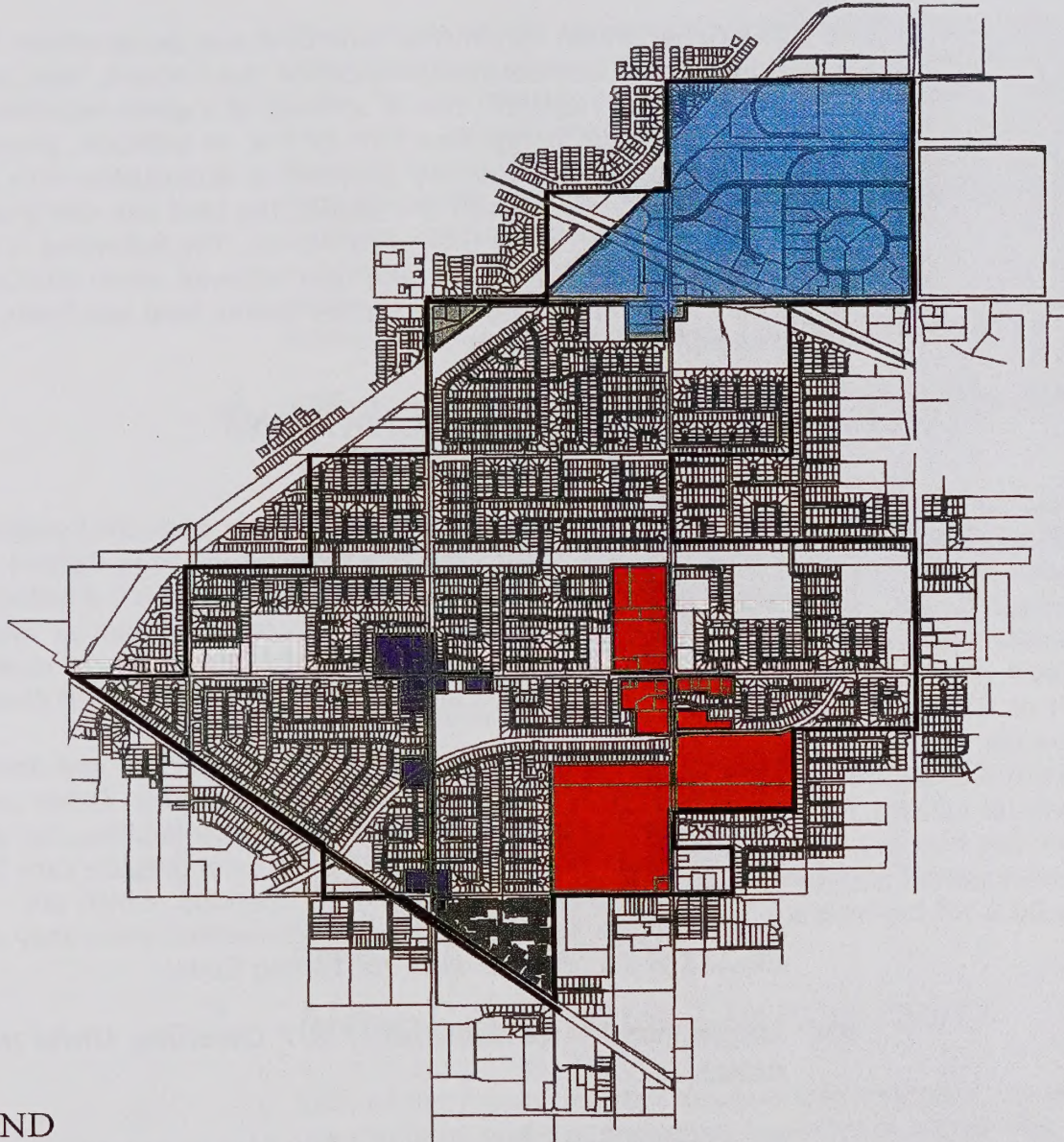
La Palma Community Development Commission Review and Update of the Five Year Implementation Plan: This Implementation Plan, required by the Redevelopment Law Reform Act of 1993, establishes the goals, objectives, and programs to address blight within the Redevelopment Project Area and to identify how the agency will use its Low and Moderate Income Housing Fund. The Redevelopment Project Area encompasses 160 acres in the northern portion of La Palma, almost 29 acres along Moody Street, and approximately 26.5 acres along Walker Street. The boundaries of the Project Area are shown on the <i>Redevelopment Project Areas, Exhibit II-3</i> .	January 20, 1998	Community Development Commission	Yes. Mandated by State Law
Measure M Growth Management Program: The City of La Palma participates with all of the other Orange County cities and the County of Orange in the Measure M Growth Management Program. This participation enables the City to receive money annually from the Measure "M" funds for local arterial highway improvements. Combined with other funding sources, the City is thereby able to improve the traffic carrying capacity of existing highways and intersections. The City continues to comply with the requirement to include the prescribed Growth Management Element in its General Plan and commit to a menu of implementing actions, including adoption of a transportation demand management (TDM) ordinance.	Adopted in 1993 and revised as part of the 1998 General Plan update.	City Council; Reviewed and Approved by the Orange County Transportation Authority	Yes. Part of General Plan, with programs in compliance with Measure "M" requirements.

1. REDEVELOPMENT PROJECT AREA

The City of La Palma Community Development Commission is the governing body for the Redevelopment Project Area. The original Redevelopment Plan and Project Area were established in 1983. This plan incorporated all the properties north of Orangethorpe Avenue and the commercial properties on the south side of the Walker Street and Orangethorpe Avenue intersection. In 1987 the original Plan was amended to incorporate the non-residential properties on Moody Street, south of Houston Avenue. The plan was amended for the third time in 1992 to add the commercial and institutional properties on Walker Street, south of Orangethorpe Avenue.

II. THE CITY STRUCTURE

Redevelopment Project Areas



LEGEND

-  La Palma Community Development Plan
-  Moody Street Improvement
-  Walker Street Amendment

*City of La Palma
General Plan*

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Exhibit II-3





C. THE LAND USE PLAN

The General Plan establishes nine land use designations for La Palma. Land use designations define the amount, type, and nature of development that is allowed in a given location on the *Land Use Plan/Zoning Map, Exhibit II-4*. In addition, population and intensity standards are specified in accordance with State General Plan law. *Exhibit II-4* applies the land use designations to the parcels within the City of La Palma. The following is a general description of the land uses allowed under the General Plan. The Zoning Code will further define land use types and development standards.

1. RESIDENTIAL DESIGNATIONS

Two residential designations provide for a range of allowable densities. The upper limit of a prescribed range defines the maximum number of units per net acre at which development can occur within a given area. Net acre is defined as the gross project or lot area, less that portion of the site to be used for an arterial, collector or local road, and for flood control channels.

Residential uses are intended to be the principal and dominant use within each of the residential designations. Other uses such as public facilities/utilities, family day care facilities (as defined in the California Health and Safety Code), congregate care facilities, transitional housing, and home occupations, which are determined to be compatible with residential areas may also be allowed in accordance with the Zoning Code.

a) Single Family Residential (1-8.7 Dwelling Units per Net Acre)

The Single-Family designation is intended to provide for a range of single-family housing types including conventional single-family detached homes (with a minimum 5,000 square foot lot), patio homes, zero lot line homes, and attached lower-density developments such as duplexes. The average density for single family development in the City is approximately 8.8 dwelling units per net acre. Conventional zoning that requires a minimum 5,000 square foot lot equals just over 8.7 dwelling units per net acre. This designation requires conventional lots to be a minimum of 5,000 square feet.

b) Multiple Family Residential (8.8-25 Dwelling Units per Net Acre)

The Multiple Family designation is intended to accommodate the development of a range of attached and detached residential uses. Typical housing types include higher density single-family residences, patio homes, zero lot line homes, and attached multiple family dwellings such as duplexes, townhouses, condominiums and garden apartments. Congregate care facilities, emergency shelters, and transitional housing could be approved as a conditional use in accordance with the provisions of the Zoning Code. The existing average density of multiple family housing is approximately 15 units per net acre.

c) Village Residential Overlay (8.8-30 Dwelling Units per Net Acre)

The Village Residential designation is intended as an overlay for certain areas within the Multiple Family Residential designation that involve special development opportunities and require a tailored approach to planning and design. The designation is intended to provide for a variety of housing types within one project or development, ranging from single-family housing to multiple family dwellings, including uses incidental to the residential uses. The types of developments that are suitable to the Village Residential Overlay include affordable housing projects and senior housing projects that involve tailored development standards and site design. The two vacant parcels within the City that are designated Multiple Family Residential with a Village Residential Overlay are planned for a 60-unit senior citizen apartment complex.

2. NON-RESIDENTIAL DESIGNATIONS

Each of the non-residential designations indicates the dominant use intended and the maximum intensity at which that use can occur. The building intensity is measured according to a floor area ratio (FAR). An FAR is the ratio of total gross floor area of a building to the total lot area. Floor area does not include area within parking structures. An FAR describes the intensity of the use on a site and not the building height or site coverage.

Exhibit II-5, Example Floor Area Ratio Calculation, illustrates the variation in height and site coverage that can be achieved with the same FAR applied to a site. The building intensity or FAR shall be calculated based on the net lot area, as defined above.



a) *Neighborhood Commercial (Maximum Floor Area Ratio of .4)*

The Neighborhood Commercial designation provides localized commercial retail and service activities for surrounding neighborhoods. Typical uses include: food markets (usually less than 30,000 square feet), drug stores, clothing stores, sporting goods, cleaners, banks, offices, private schools and child care centers, hardware stores, other retail and personal services uses, and community facilities. Neighborhood commercial projects should be compatible in design and scale with adjacent residential areas, and should be designed to provide convenient connections with adjacent residential neighborhoods.

b) *Office Professional (Maximum floor Are Ratio of .6)*

The Office Professional designation provides for single or multi-tenant offices and may include limited supporting uses for on-site employees. Office developments may range from low-rise structures situated in a landscaped garden arrangement, to mid-rise structures at appropriate locations. Typical uses include professional offices for legal, design, and engineering services, medical offices/health care centers, corporate headquarters, and general offices for insurance, real estate, and financial services. Supporting convenience services may be permitted to serve the needs of on-site employees or visitors/patients.

c) *Multi-use Business (Maximum Floor Area Ratio of .6)*

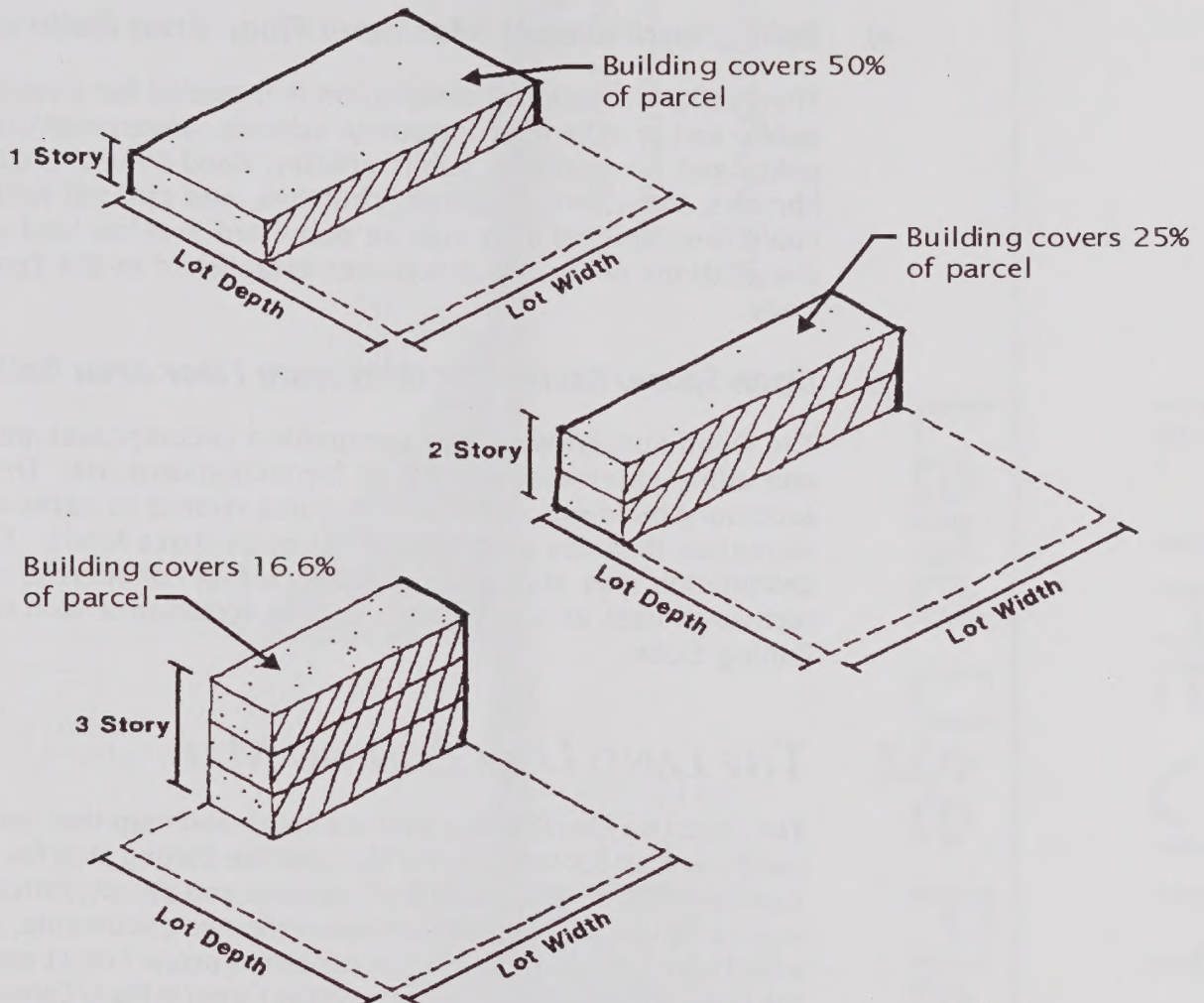
The Multi-use Business designation provides for a compatible/complementary mixture of employment and commercial uses. Typical uses include: general and professional offices, high rise hotels, retail and service commercial uses, research and development operations, commercial recreation, and light manufacturing. Multi-use Business developments should offer attractive and distinctive architectural design, substantial landscaping, and convenient pedestrian access between uses.

d) *General Industrial (Maximum Floor Area Ratio of .6)*

The General Industrial designation provides for a range of industrial uses including manufacturing, assembly, distribution, research and development facilities, telecommunication facilities science laboratories, warehousing, and utility buildings/facilities. As indicated in the Zoning Code, some of these uses require a Conditional Use Permit (CUP) to locate in this zone. Uses may include ancillary office and commercial activities. Additionally,

II. THE CITY STRUCTURE

Example of a Floor Area Ratio Calculation



$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

Example: On a one acre parcel (43,560 sq. ft.), a maximum FAR of .50 equates to a total building area of 21,780 square feet, in either a 1, 2 or 3 story configuration (43,560 sq. ft. multiplied by .5 FAR equals 21,780 square feet).

**City of La Palma
General Plan**



Exhibit II-5

commercial developments, such as home improvement stores, and wholesale and retail commercial activities may be conditionally approved in accordance with the Zoning Code.

e) Public/Institutional (Maximum Floor Area Ratio of .6)

The Public/Institutional designation is intended for a range of public and private uses including: schools, government offices, police and fire stations, public utilities, flood control channels, libraries, museums, hospitals, churches, and cultural facilities. Public/Institutional uses may be permitted in other land use designations under the procedures established in the Zoning Code.

f) Open-Space/Recreation (Maximum Floor Area Ratio of .2)

The Open-Space/Recreation designation encompasses parkland and utility easements developed for recreational use. Only accessory buildings or those structures related to parks and recreation facilities are intended for open-space lands. This designation may also accommodate certain commercial outdoor recreation uses as a conditional use in accordance with the Zoning Code.

3. THE LAND USE/ZONING MAP

The Land Use Plan/Zoning Map is a combined map that serves as the Land Use Plan for the General Plan and the Zoning Map for the City's Zoning Code. The land use designations and density/intensity standards will be consistent between the two documents, upon adoption of this General Plan. A proposed project must conform to the land use designation shown on the General Plan/Zoning Map or must go through a General Plan Amendment process in accordance with the procedures described in Appendix B. Likewise, a Zoning Code Amendment must be applied for, if a proposed project is inconsistent with the General Plan/Zoning Map. These amendments may be handled concurrently.

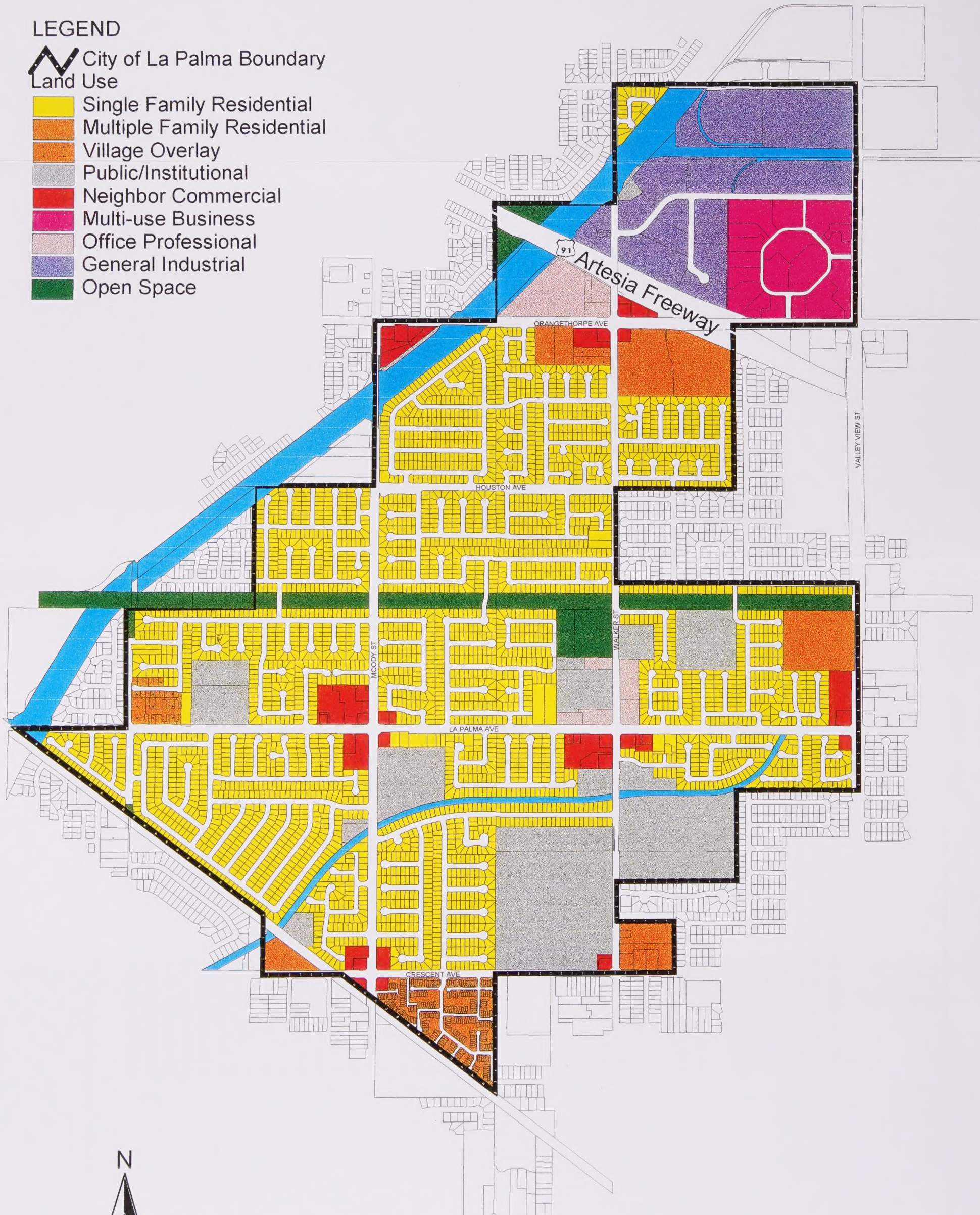
Unlike most growing cities whose General Plan focuses primarily on how the community will look and function when it is built-out, La Palma is focused on how to maintain and enhance its present built environment and other important aspects of community life. The Land Use Plan/Zoning Map, and the policies and implementation actions of the General Plan, are intended to maintain the existing land use pattern; ensure that deterioration of existing uses does not occur; schedule improvements to occur when and where needed; and maintain service levels for vital services.

II. THE CITY STRUCTURE

Land Use Plan/Zoning Map

LEGEND

-  City of La Palma Boundary
- Land Use**
-  Single Family Residential
 -  Multiple Family Residential
 -  Village Overlay
 -  Public/Institutional
 -  Neighbor Commercial
 -  Multi-use Business
 -  Office Professional
 -  General Industrial
 -  Open Space



0 0.25 0.5 Miles

II. THE CITY STRUCTURE

The Land Use Plan/Zoning Map provides for approximately 4,025 single family dwelling units and approximately 1,425 multiple family units, as shown on Table II-2, Land Use Plan/Zoning Map Statistical Summary. These estimates were calculated using the high end of the density range for single family residential development and applied to the remaining parcels to be divided for this use. For multi-family residential development the proposed senior citizen rental housing 60 unit project has been added to the exiting multi-family residential inventory count. The maximum density for single family development will accommodate conventional subdivisions with 5,000 square foot lots and planned development with a slightly lower area per unit. The net effect will be to conform to the basic character of single family development already in the City. The maximum density at which future multiple family residential uses can be developed is 25 dwelling units per acre.

An additional 25% density bonus for affordable housing is available if a project complies with the provisions of the Government Code regarding density bonuses. It is also possible that one or more of the remaining single family parcels may be reconsidered for conversion to multiple family use. If such a proposal is made it will require a General Plan Amendment if the specifications for the single family residential category are exceeded.

The maximum number of dwelling units provided for in the General Plan, based on the land use designations described here, is 5,084 units. Using a factor of 3.227 persons per household (the latest estimate available), the projected population at build-out is 16,406 persons. This estimate is slightly higher than the maximum population forecast of 16,115 in the year 2000 estimated by the Center for Demographic Research, CSU Fullerton, in the 1997 Orange County Progress Report. The difference between these two population estimates is less than three percent, which is statistically insignificant.

As of December 1998, the City had 5,007 dwelling units. Only six parcels designated for residential use are currently vacant or underdeveloped. Two of the parcels are owned by the City and are planned for a 60-unit senior citizen apartment complex. The other four parcels are designated for Single Family development. In addition to these vacant parcels, several large single family parcels could ultimately be divided into smaller lots.



TABLE II-2
CITY OF LA PALMA
LAND USE PLAN/ZONING MAP STATISTICAL SUMMARY

Land Use/Zoning Designation	Net Acreage¹	Dwelling Unit Total²	Population Intensity/Acre⁴	Square Feet
RESIDENTIAL				
Single Family (1-8.7 du/ac)	457.1	4,025	3.2 to 28.5	
Multiple Family (8.8-25 du/ac)	63.1	1,425	29 to 70.4	
Subtotal Residential	520.2	5,450	N/A	
NON-RESIDENTIAL⁵				
Neighborhood Commercial (.4 FAR)	31.0			540,144
Office Professional (.6 FAR)	18.7			488,743
Multi-use Business (.6 FAR)	38.8			1,014,077
General Industrial (.6 FAR)	76.6			2,002,018
Public/Institutional (.6 FAR)	170.8			1,796,414 ³
Open-Space/Recreation (.2 FAR)	37.0			322,344
Rights-of-Way (includes roadways, SR-91, and railroad segment)	254.7			
Subtotal Non-Residential	627.6			6,163,740
GRAND TOTAL	1147.8		N/A	6,163,740

NOTES:

1. Net acreage is defined as gross acreage for a site or parcel, less the land devoted to arterial or local roadways and flood control easements.
2. Single Family dwelling unit total is calculated based on the average and maximum of 8.7 dwelling units per net acre. Multiple Family dwelling units total is calculated based on the average of 17 dwelling units per net acre.
3. The calculation of maximum square footage assumes that flood control facilities and school will not exceed .2 FAR, while all other allowed uses in this designation may develop at a maximum of .6 FAR. This segregation of development potential is necessary so that the General Plan does not overstate development intensity within the City. Flood control facilities and schools total 153.1 acres and the remaining Public/Institutional uses (i.e., hospital, Civic Center, library, churches, museum) total 17.7 acres within the City.
4. The range of persons per acre is based on a factor of 3.2 persons per household.
5. La Palma does not contain any land devoted to agricultural use or solid or liquid waste disposal facilities. The City also does not contain any natural resources or any areas within floodplains.

The Land Use Plan provides for 30.4 acres of Neighborhood Commercial, 38.8 acres of Multi-use Business, 18.7 acres of Office Professional, and 76.6 acres of General Industrial within the City. The Neighborhood Commercial uses are distributed throughout the City to serve nearby residential areas. The Office Professional designation is centrally located near the center of the community, near the Civic Center complex. The Multi-use Business and General Industrial designations represent 10% of the community and are located exclusively north of the Riverside/Artesia Freeway.

TABLE II-3
COMPARISON OF LAND USE PLAN TO EXISTING LAND USE

<i>Land Use Designations</i>	<i>Existing Land Use (Acres)</i>	<i>Existing Land Use (%)</i>	<i>Proposed General Plan Land Use (Acres)</i>	<i>Proposed General Plan Land Use (%)</i>	<i>Difference in Acres</i>
Single Family Residential	454.1	50.5	457.1	50.8	+3.0
Multiple Family Residential	67.4	7.5	69.3	7.7	+1.9
Village Residential Overlay ¹	(5.1)	(0.6)	(7.0)	(0.8)	+1.9
Multi-Use Business	38.8	4.3	38.8	4.3	0
Neighborhood Commercial	43.1	4.8	31.0	3.4	-12.1
Office Professional	6.6	0.7	18.7	2.1	+12.1
General Industrial	76.6	8.5	76.6	8.5	0
Public/Institutional	170.8 ³	19.0	170.8 ²	19.0	0
Open-space/Recreation	37.0 ^{2,3}	4.1	37.0 ^{2,3}	4.1	0
Vacant	4.6	0.5			-4.6
TOTAL⁴	899.3	100.0	899.3	100.0	

1. This designation is included in the acreage figures for single and multiple family residential designations, so the acreage figures for Village Residential Overlay do not contribute to the totals in this Table.
2. The Open-space/Recreation designation shown here includes 53.9 acres of landscaped playground area on school grounds. The actual General Plan designation for school grounds is Public/Institutional or Public/Quasi-Public.
3. The westernmost 1.01 acre of the Edison easement in the City of La Palma, west of Barbi Lane, has been designated Open-space in the General Plan and was formerly used for a wholesale nursery.
4. The total acreage does not include the 261.3 acres devoted to roads and the railroad easement.

The Open-Space/Recreation designation encompasses 37 acres or 3.2% of the community. This figure does not include the estimated 53.9 acres of landscaped playground area on school sites in La Palma which are accessible to the general public during non-school hours.

The General Plan land uses are highly correlated with existing land uses in the City. *Table II-3, Comparison of Land Use Plan to Existing Land Use*, provides a comparison of the Land Use Plan/ Zoning Map to existing uses in the City as of October 1, 1998. Approximately 4.6 acres are currently vacant, of which 1.9 acres are designated as Multiple Family Residential with a Village Overlay, and 2.7 acres are designated as Single Family Residential.

D. THE CIRCULATION PLAN

The purpose of the circulation component of the General Plan is to provide for a safe and efficient transportation system for existing and proposed uses within La Palma. This section addresses the street and highway network, railroads, transit services, and bicycle and pedestrian facilities within the community, in accordance with State planning law (Appendix B). The Circulation Plan and supporting goals, policies, and implementation actions are consistent with the land use provisions and standards within the General Plan.



1. ARTERIAL HIGHWAYS

The arterial highway system in La Palma is consistent with the Orange County Master Plan of Arterial Highways (MPAH). The City has adopted the MPAH, which identifies the following arterial highway standards:

- ◆ **Major Arterial Highway.** A major arterial highway is designed as a six-lane divided highway with an ultimate right-of-way of 120 feet. A major arterial can accommodate between 30,000 and 45,000 vehicle trips per day.
- ◆ **Primary Arterial Highway.** A primary arterial highway is designed as a four-lane divided highway with an ultimate right-of-way of 100 feet. A primary arterial can accommodate between 20,000 and 30,000 vehicle trips per day.
- ◆ **Secondary Arterial Highway.** A secondary arterial highway is designed as a four-lane undivided highway with an ultimate right-of-way of 80 feet. A secondary arterial can accommodate between 10,000 and 20,000 vehicle trips per day.

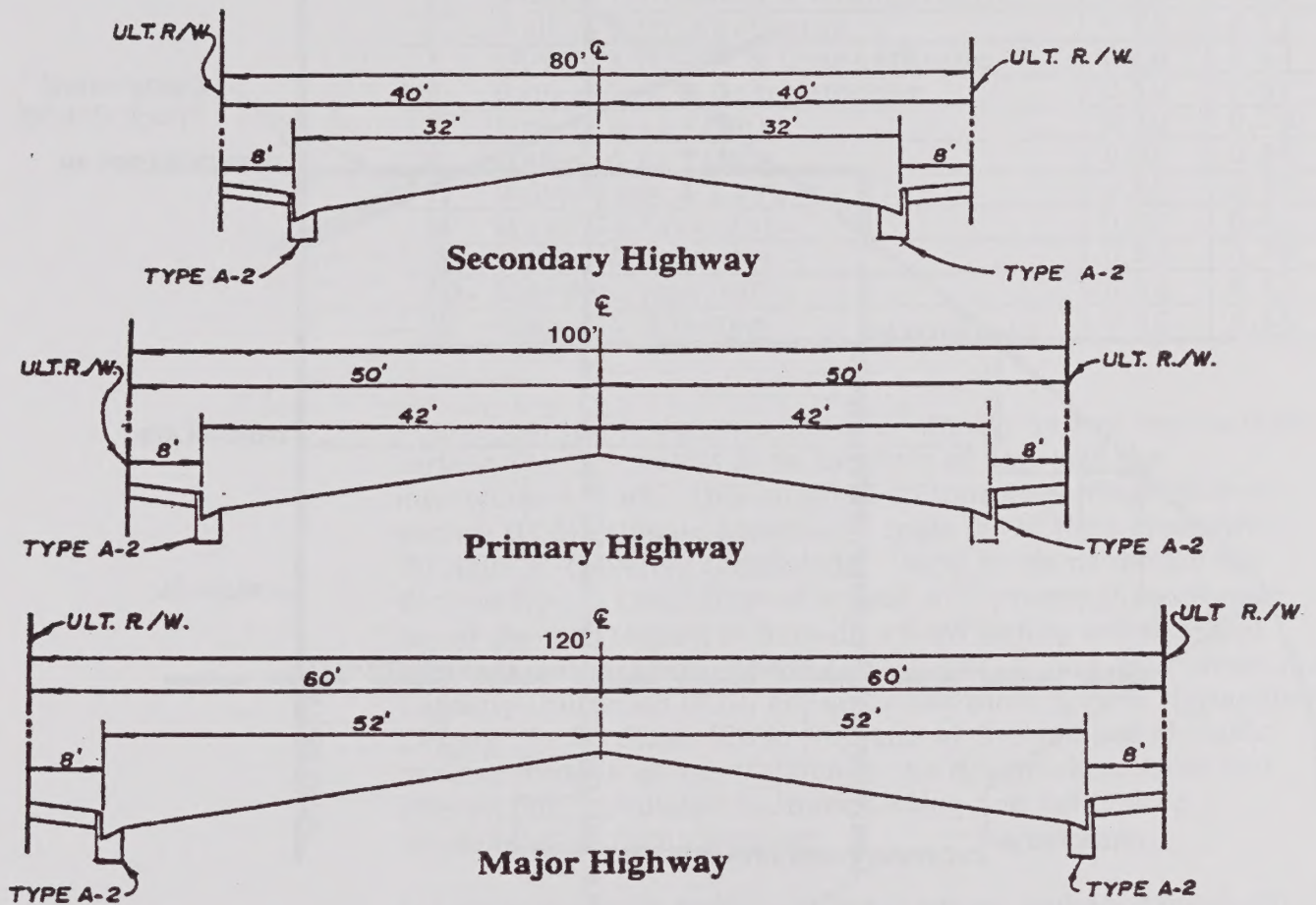
The standards for arterial highways are illustrated in Arterial Highway Standards, Exhibit II-6. The designations are applied to the following roadways within La Palma, as illustrated on the Circulation Plan, Exhibit II-7:

Major Arterial Highways	Primary Arterial Highways	Secondary Arterial Highways
	Moody Street	Walker Street
Valley View Street	La Palma Avenue	Houston Avenue
		Crescent Avenue

Average daily traffic volumes along these highways were recorded in January 1997. Since the City has been predominately built-out since 1990, any increase in traffic volumes is primarily the result of regional growth and development. The arterial roadways accommodate not only residential and non-residential traffic within the community, but accommodate substantial through traffic to surrounding communities. Table II-4, Year 2015 ICU Forecast Summary, provides the traffic volume data and intersection analysis. Traffic volumes are shown on Figure 2 in Appendix C of the EIR (Appendix I of this Plan).

II. THE CITY STRUCTURE

Arterial Highway Standards



City of La Palma
General Plan



Exhibit II-6



Circulation Plan



LEGEND

- | | |
|---|---|
|  | City Boundary |
|  | Major Highway |
|  | Primary Highway |
|  | Secondary Highway |
|  | Class I Bicycle- Off-Road Bicycle Trail |
|  | Class II Bicycle- On-Road Bicycle Trail |

*City of La Palma
General Plan*



Exhibit II-7



II. THE CITY STRUCTURE

TABLE II-4
YEAR 2015 ICU FORECAST SUMMARY

Location	AM Peak	PM Peak
1. Moody/Carmenita & Orangethorpe	0.66	1.02
2. Walker & Orangethorpe	0.72	0.72
3. SR-91 EB On-Off & Orangethorpe	0.56	0.64
4. Valley View & Orangethorpe	0.59	0.61
5. Moody & La Palma	0.79	0.79
6. Walker & La Palma	0.98	0.89
7. Valley View & La Palma	0.85	0.79
8. Moody & Crescent	0.73	0.63
9. Walker & Crescent	0.63	0.79
10. Moody & Houston	0.52	0.53
11. Walker & Houston	0.40	0.55

Analysis of traffic volumes and their impact on key intersections serving the City results in an estimate of how well the intersections work. This information translates into a level of service (LOS) estimate based on a scale of "A" (free movement) through "F" (severely congested). These levels of service are derived from a calculation of vehicle movements through each leg of the intersection in both directions during morning and evening peak periods. These calculations, known as Intersection Capacity Utilization (ICU), are discussed more fully in *Appendix C, General Traffic Data*. ICU is the ratio of the amount of traffic moving through an intersection to the design capacity of that intersection, calculated for both turning and continuing movements in each direction.

Future increases in traffic will occur almost entirely from traffic generated outside the City. This is because only a slight increase in development is provided for in the General Plan, owing to the fact that the City is completely built out except for a very few small, vacant land parcels. Consequently, it is estimated that increases in future ICU values at the intersections analyzed will not exceed 10 percent during the next 15 years.

The City desires to maintain a level of service "D" or better on its arterial system. Based on this analysis, two intersections will require improvements to maintain at least a LOS "D": Moody/Carmenita and Orangethorpe, and Walker and La Palma. The former is now operating at LOS "F" in the afternoon; the latter is operating at LOS "E" in the morning and barely at LOS "D" in the afternoon. *Appendix A, Implementation Plan*, and *Appendix C* of the EIR, describe the necessary improvements.



In addition to a regular program of street maintenance, the City has adopted numerous capital improvement programs to upgrade and rehabilitate public rights-of-way. The programs adopted for the Fiscal Year 1997/1998 include: reconstruction of Walker Street from La Palma Avenue to Orangethorpe Avenue; resurfacing La Palma Avenue from Moody Street to the City's western boundary; synchronization of traffic signals along Walker and Moody Streets; installation and upgrading of other traffic signals throughout the community; retrofitting of various street medians to better accommodate traffic; sidewalk improvements along La Palma Avenue; widening of bridges over the Coyote Creek Channel; and improvements to street signs and lighting at various locations.

2. *TRUCK ROUTES*

Trucks routes through the City have been designated on two arterial highways - Orangethorpe Avenue and Valley View Street. Trucks may use these highways when traveling through the City to access the freeway or adjacent cities. Limiting truck routes to these highways enables the City to maintain acceptable levels of service throughout the City, as well as limit the damage and wear to the street structures.

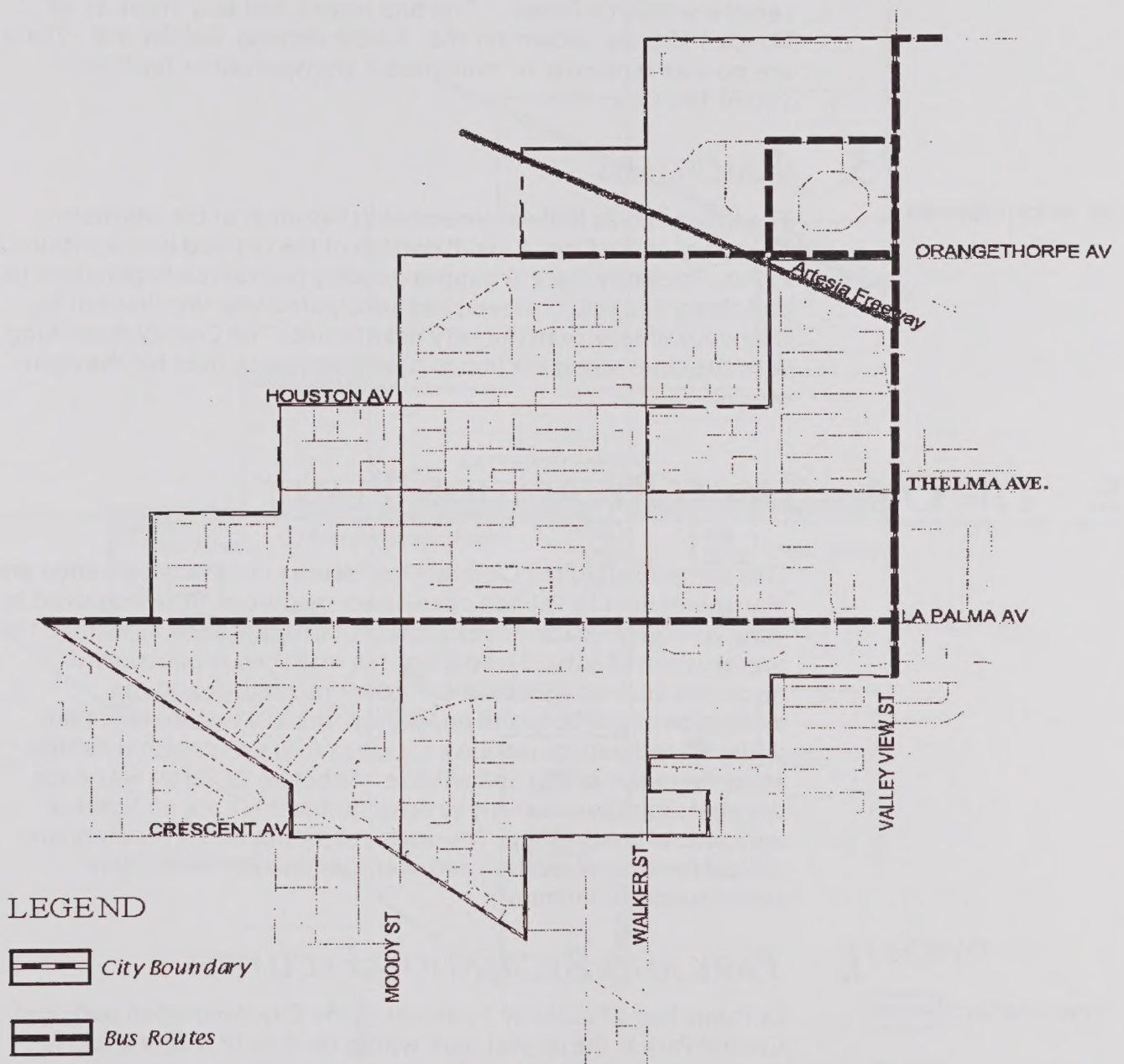
3. *WALKWAYS AND BIKEWAYS*

Pedestrians have a comprehensive system of sidewalks along both sides of the arterial highways within the City, as well as collector and local roads within residential areas. The sidewalk system is extensively used to access recreation areas, schools, and commercial goods and services. The Centerpointe complex, which is a large mixed-use business and commercial development, has a well-landscaped meandering sidewalk system that encourages walking in-lieu of driving between buildings. Regular maintenance of the sidewalk system, particularly in areas with mature landscaping, is required to ensure public safety.

La Palma also has a Class II system of designated, on-road bicycle trails along La Palma Avenue, Moody Street, Walker Street, and Crescent Avenue, as shown in *Exhibit II-6*. The bicycle lanes consist of a striped, on-road lane that extends five feet from the curb. In addition, there is a Class I County of Los Angeles Bicycle Trail that follows the Coyote Creek Flood Control Channel. This is an off-road, paved trail that connects to the City's local bikeway system at La Palma Avenue.

II. THE CITY STRUCTURE

Transit Service





4. *TRANSIT SERVICES*

The Orange County Transportation Authority (OCTA) provides bus service within La Palma. The bus routes and bus stops as of March 1999 are shown on the *Transit Service, Exhibit II-8*. There are no bus terminals or multimodal transportation facilities within the City.

5. *RAILROADS*

The Union Pacific Railway line establishes most of the southern boundary of the City. A small portion of the railroad line is within La Palma. Presently there are approximately two railroad operations per day along this line, however, it is anticipated that this line will be taken out of service in the very near future. The County is working with the cities along the line to plan greenspace uses for the right-of-way.

E. THE OPEN-SPACE/RECREATION PLAN

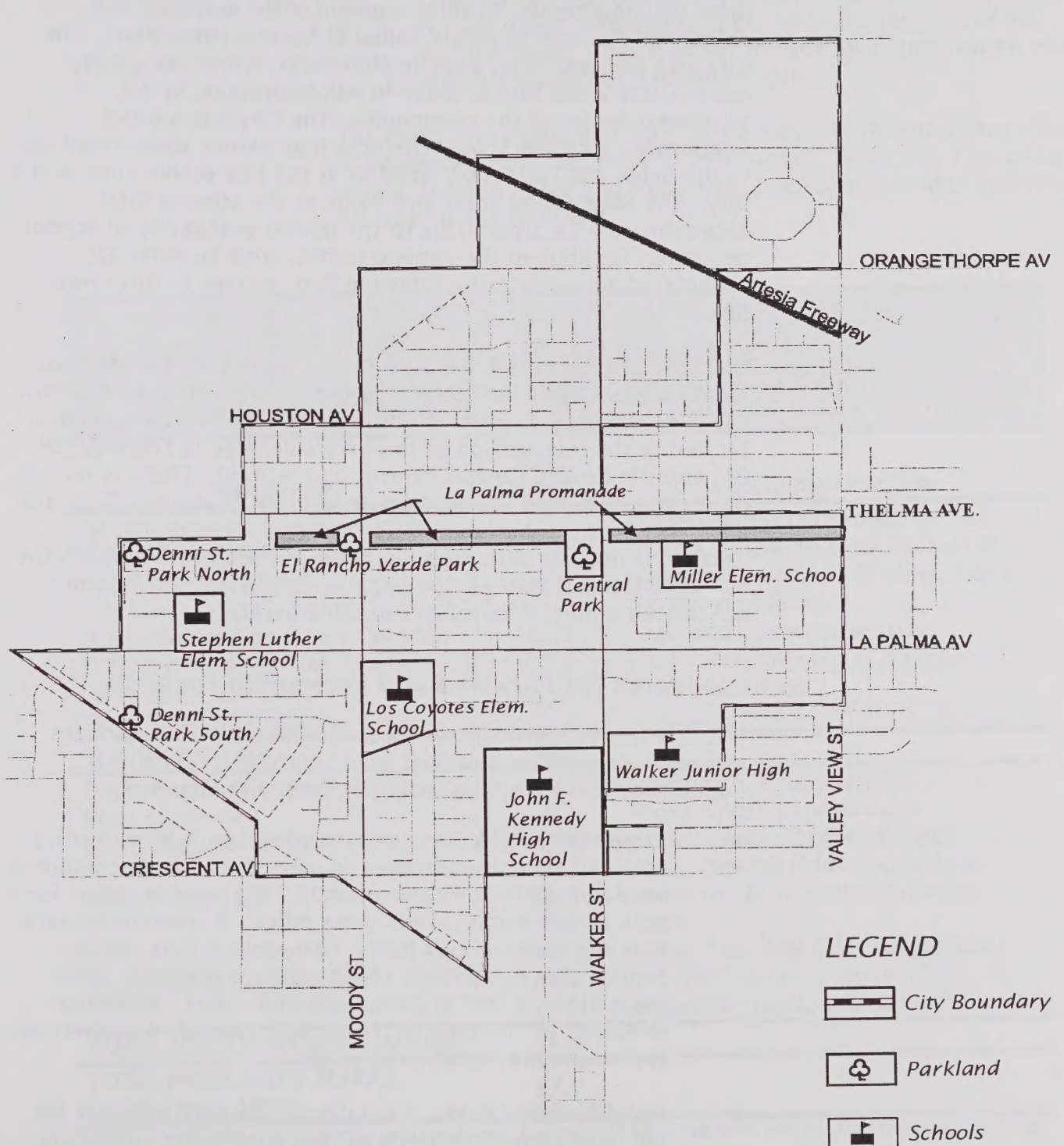
This component of the General Plan focuses on the conservation and management of La Palma's open-space resources. As recognized in state law, open-space serves a multitude of functions including: the preservation of natural resources; the managed production of resources such as agriculture; outdoor recreation; and the protection of public health and safety. In La Palma, there are no undeveloped natural resources such as rivers and natural habitat areas for native plants and wildlife. Although La Palma was once devoted almost exclusively to dairy farms, there are no farms or agricultural lands today. The open-space that remains serves the critical need for recreation and scenic enjoyment within this suburbanized community.

1. *PARK AND RECREATION FACILITIES*

La Palma has 37 acres or 3 percent of the City devoted to parkland. Central Park is the largest park within the City (7.5 acres) and is located across from City Hall. Although not large enough to be considered a true "Community Park," it is a Neighborhood Park that serves many Community Park functions. The park is the center for events and ongoing recreational and cultural activities for residents of all ages, and is particularly important as "the" place for after-school recreation. Adjoining Central Park is a portion of the Edison International easement that has been improved as an open-space/recreation corridor. The 75-foot wide corridor provides a well-used pedestrian connection from adjacent residential areas to schools,

II. THE CITY STRUCTURE

Parks and Recreation Plan



City of La Palma
General Plan

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Exhibit II-9





City services, recreation centers at Central Park, the library, and to other neighborhoods. Within a segment of the easement is a developed 1.5-acre Mini-Park called El Rancho Verde Park. The City also has two other passive Mini-Parks, which are grassy open-space areas tucked away in neighborhoods in the southwest sector of the community. The City has a good relationship with the School Districts that permit after-school use of the fields and recreation facilities at the five school sites in the City. The playground areas and fields at the schools total approximately 54 acres. Due to the partial availability of school recreation facilities to the general public, such facilities are considered adjuncts to the Citywide Park system as discussed below.

It should also be noted that within the City boundaries are two small parks that are maintained by the City of Cerritos. Rainbow Park and Bettencourt Park comprise a total of 3.6 acres and are located at the intersection of the Riverside/Artesia Freeway (SR 91) and the Coyote Creek Channel, on the west. There is no direct access to these parks from the City of La Palma. They are adjacent to a neighborhood in Cerritos and serve primarily Cerritos residents. Although the parks are designated within the La Palma General Plan as Open-space/Recreation, they are not considered a part of La Palma's useable parkland.

a) Standards for Parkland and Recreation Facilities

The City has established standards for three types of parks to serve the range of recreational needs within La Palma: the Community Park; the Neighborhood Park; and Mini-Parks.

- ◆ **Community Park.** A community-level park is typically a 20 to 50 acre site designed to meet the active recreational needs of multiple neighborhoods. The service radius for a park of this magnitude is three miles. A community park typically contains ball fields, basketball courts, tennis courts, play equipment, picnic tables/barbecues, open grass areas, a trail system, volleyball court, recreation buildings or community center, and possibly a gymnasium and community swimming pool.
- ◆ **Neighborhood Park.** A neighborhood park provides for the daily recreation needs of residents in the immediate area of the park (or within a half-mile radius). The optimum size of the park is from three to ten acres. The facilities should include open play areas, picnic table, tot lots, and ball fields.
- ◆ **Mini-Park.** The mini-park is a small park site ranging from

II. THE CITY STRUCTURE

2,500 square feet to 2 acres in size. These parks may serve any age group, depending upon the characteristics of the neighborhood. They typically include open grass areas, play apparatus, benches, and landscaping.

The Parks and Recreation Plan for La Palma is shown on the *Parks & Recreation Plan, Exhibit II-9*. In addition, *Table II-5, City of La Palma Existing Parks and Recreation Facilities*, provides statistics on each of the facilities:

TABLE II-5
CITY OF LA PALMA
EXISTING PARKS AND RECREATION FACILITIES

<i>Park/Facility</i>	<i>Size (Acres)</i>	<i>Recreation Facilities</i>
Central Park (Neighborhood Park/Community Park)	7.5	Lighted tennis courts, plaza pavilion, gazebo, softball field, tot-lot, lighted basketball courts, picnic tables, B-B-Qs, recreation buildings
SCE Easement (Open-space Corridor)	23.5	Grass areas, concrete walkway
El Rancho Verde Park (Mini-Park)	1.5	Picnic table, tot lots
Denni Street Park North	.6	Grass play area
Denni Street Park South	.2	Grass play area
TOTAL PARKLAND	33.3	
Stephen Luther Elementary	5.3	Playground, 2 softball fields
Miller Elementary	5.2	Playground, 2 baseball fields
Los Coyotes Elementary	7.0	2 Soccer fields, 2 baseball fields
Walker Junior High	14.8	Track, baseball fields, soccer fields, tennis courts, basketball/volleyball courts
John F. Kennedy High	21.6	Track, 2 baseball fields, soccer field, volleyball courts, 8 tennis courts, basketball courts, softball field
TOTAL SCHOOL RECREATION AREA	53.9	
TOTAL PARKLAND & SCHOOL RECREATION AREAS	87.2	

NOTE: Total Parkland represents the total usable park acreage for La Palma residents, and therefore, does not include the 3.6 acres of parkland within the City that serves the City of Cerritos. The total acreage designated for Open-space/Recreation for La Palma is 37.0 acres.



The City has adopted a standard of 4 acres of per 1,000 population for parks and recreational purposes (Ordinance No. 78-1). A portion of the standard (1½ acres) may be satisfied by the open-space/recreational facilities offered by school sites within the City. The remaining acreage (2½ acres) is to be provided as a condition of development, in accordance with the La Palma City Code. Private open-space for parkland and recreational facilities may satisfy the dedication requirement for a subdivision, as stipulated in the City Code.

Applying the adopted standard to existing conditions in La Palma, a total number of 38.8 acres of parkland (not including school sites) should be available to the community. This assumes the current population 15,500 residents. As indicated in *Table II-4*, the City has 33.3 acres of parkland to serve La Palma residents. Therefore, a current deficit of 5.5 acres of parkland exists within the community.

F. GOALS & POLICIES

Based on the numerous issues raised during the community input process for the update of the General Plan, the following goals and policies describe the direction we seek as a community in terms of land use and physical development.

1. TOPIC: QUALITY OF LIFE

GOAL 1: Maintain a quality of life characterized by family orientation, pride of property maintenance, personal and property security, and individual opportunity.

Discussion: *This goal reflects the essential values that are shared by citizens of La Palma. It drives all of the other goals and policies in the General Plan. That is why we emphasize the use of the General Plan in our decision making process.*

Policy 1.1 The General Plan shall consistently be referenced in recommending and making land use and development decisions.

Discussion: *The General Plan is to be used for guidance during the regular City decision making process. Otherwise, it cannot significantly affect achieving our vision for La Palma. We expect that staff reports, City budgets, and other official documents will regularly indicate, their consistency with the General Plan.*

Policy 1.2 Proposals for community improvement should consider both the long and short range benefits, as well as multiple areas of benefit in achieving consistency with the General Plan.

Discussion: *We may need to make some really important improvements incrementally over the next several years. In addition, we recognize that the General Plan seeks improvements in several areas. That means that sometimes we have to balance several goals against each other and reach a compromise. Finally, some degree of synergy may be possible by looking at issues more broadly, rather than in isolation. This could involve combining several small actions into a single strategy. The point is, that the General Plan does not have to be implemented all at once.*

2. TOPIC: CITY IDENTITY

GOAL 2 : Promote a true small town atmosphere that is recognized as a prospering, contemporary, living environment because that is what truly exists.

Discussion: *We are interested in being a small town with strong community values and we want to have that reputation as well. This goal isn't about image making; but having an authentic image that reflects who we really are. We want various ways of being reminded of the strengths of this community, to help sustain the efforts required to maintain and enhance its qualities.*

Policy 2.1 The City should be clearly and consistently identified in a variety of places throughout La Palma and on all official documents.

Discussion: *We have designed and implemented a system of images for use on City entrance monuments, newsletters and other formats in which it is desirable to convey a consistent, graphic symbol of our City. We would like that symbol reinforced as much as possible, even in private and institutional use as long as that use of the image is approved by the City in advance. While this is a symbolic action, it is a constant reminder of the kind of community we are and aspire to be.*

Policy 2.2 The City should foster its small town character throughout its community improvements, City sponsored activities, and communications with its citizens.



Discussion: *One of the most appealing characteristics of our City is its small town atmosphere. This is so for several reasons: its small physical size and relatively modest population; the numerous community activities and events that have become a strong tradition; and the comfortable feeling of many residents who know each other because they have lived here a long time. We cherish these qualities and want to be reminded of them regularly.*

Policy 2.3 The City should maintain its numerous traditions and allow the evolution of others.

Discussion: *The popular version of this policy is to "continue the parade." This comes from the popular La Palma Days celebration and Parade, a highlight of the year for us. Continuing the parade means to us a commitment to keep on inventing ways of involving our citizens in activities that bring them together. It also means persisting in our efforts to enhance our community in a variety of ways to build on the qualities of what is already here.*

Policy 2.4 Promote the continuation of businesses that serve the community well.

Discussion: *We have a great many businesses that provide valuable services to our citizens or offer convenience that would be hard to replace. We want those businesses and others like them to prosper and will seek benefits on their behalf so that they can continue their support for our community. We will cooperate with the business leaders, the Chamber of commerce, and others who are dedicated to the continued health of our economic base.*

3. TOPIC: QUALITY OF THE BUILT ENVIRONMENT

GOAL 3: Ensure the Quality of maintenance of public and private development, irrespective of its value on the marketplace.

Discussion: *We expect property owners--residential and non-residential--to maintain their properties in excellent condition. Most of us in the community do that already. A few do not. When property shows evidence of neglect, we will take the steps necessary to reverse the condition before blight sets in. This is just a matter of each of us taking responsibility for our portion of the community and continuing the standard that is already set.*

Policy 3.1 Education regarding the Code Enforcement Policy shall be undertaken and violations pursued in a firm, but fair manner to enable property owners to improve their properties without undue hardship.

Discussion: *We will seek to identify signs of neglect early so that corrective measures are neither unduly expensive nor time consuming. At the same time, we expect community standards to be met and will insist that property be brought into compliance with City requirements if the property owner chooses to default on his/her responsibility.*

Policy 3.2 Zoning standards shall be established which emphasize guidance for improvement of individual properties on an incremental basis.

Discussion: *We anticipate very little development of large projects, even through redevelopment. Our expectation is that the zoning ordinance will be revised to include practical guidance for the types of parcel by parcel infill development, remodeling, or expansion most typical of this market.*

Policy 3.3 Streetscapes along arterial highways shall be maintained and improved to contribute to the quality of the built environment, with particular emphasis on paving, sidewalks, landscaping, and walls. Overhead utilities may be placed underground at various locations as funding permits.

Discussion: *Both residents and visitors receive a major part of their impression of the City from the quality of the streetscape. Some portions of our public rights-of-way are not attractive and need repairs. The extensive use of block walls on the edge of residential neighborhoods along the highways creates an unattractive appearance in many portions of the City. These public spaces need to be improved and maintained in a condition more appropriate to the desired quality of the City.*

Policy 3.4 Programs shall be maintained which bring positive recognition to property owners/occupants who do an exceptional job of maintaining and enhancing their properties.

Discussion: *One of the ways we prefer to stimulate property owners and occupants to maintain their property is to recognize those who do an excellent job of it. This approach is intended to generate even more neighborhood pride than the relatively high level that currently exists.*



4. TOPIC: LAND USES

GOAL 4: Continue to encourage and facilitate a mix and diversity of land uses that generally maintain the current balance and pattern of uses.

Discussion: *The City has very little land left for development. Redevelopment may occur in some cases, but not on a significant scale for the foreseeable future. We believe the current pattern, as of 1998, serves us well and we do not seek to change it significantly. Minor infill development of a consistent character and expansion or revitalization of existing uses will account for the remaining development potential in the City.*

Policy 4.1 The General Plan Land Use Map shall also be used for zoning purposes, to maintain consistency.

Discussion: *Since the City is largely built out, there is no benefit in maintaining a complicated system for managing land uses. The General Plan takes into consideration the potential for every parcel of land in the City. That is sufficient for zoning purposes, as well. What will be required is to update the zoning ordinance so that the zoning provisions comply with the General Plan.*

Policy 4.2 Density and intensity standards shall be observed in order to assure consistency between land use potential and traffic capacities of the arterial street system and other public facilities and services.

Discussion: *There is little flexibility in expansion of our highways and other public facilities. It is important that we maintain the density standards for residential use and intensity (floor area ratio) standards for non-residential use so that traffic congestion can be kept to a minimum and overloading of public facilities can be avoided.*

Policy 4.3 Prohibit land uses that are not compatible with residential development south of Route 91 and locate them, instead, to the north side of Route 91.

Discussion: *A number of non-residential uses are supportive of our residential neighborhoods and, with appropriate design and development standards, can be quite compatible with them. Examples include schools, churches, neighborhood commercial centers, utilities, and similar uses. Our experience is that others are not as compatible. Examples include uses that generate excessive truck traffic, adult entertainment uses, and generators*

of unusual levels of noise or vibration. We prefer that these uses be located where they have good access to the freeway system and do not impact residential neighborhoods.

Policy 4.4 Allow land uses that contribute to the City's economic development so long as they do not impinge upon residential neighborhoods.

Discussion: *We seek to attract solid businesses to our community to provide services and goods to our citizens, provide jobs for our workforce, and contribute to the revenue needed for public facilities and services. The pattern for these uses is already well established in La Palma. However, we can envision allowing limited expansion of existing uses or accommodation of new uses where it can be demonstrated to us that they will not have a negative impact on our residential areas. Our primary objective is to insure that the residential quality of our community is preserved.*

Policy 4.5 Promote the continuation of businesses that serve the community well.

Discussion: *We have a great many businesses that provide valuable services to our citizens or offer convenience that would be hard to replace. We want those businesses and others like them to prosper and we will seek benefits on their behalf so that they can continue their support for our community. We will cooperate with business leaders, the Chamber of Commerce, and others who are dedicated to the continued health of our economic base.*

5. TOPIC: INTERGOVERNMENTAL COOPERATION

GOAL 5: *Continue to foster cooperative arrangements with other local governments that enhance and enable cost effective public services and facilities.*

Discussion: *Because our City is small and is on the edge of the County, it is essential that we seek out opportunities to collaborate with others in achieving our own objectives. An example is the fact that, despite our small size, we are served by five different school districts. Because educational opportunity is so important to our citizens, we want to collaborate as much as possible with these districts to represent the interests of our students and families. We feel the need to operate in this fashion because of the limited land resources available to the City.*



Policy 5.1 Support joint powers agreements, memorandums of understanding, and other formal and informal arrangements with other local governmental agencies where such agreements generate mutual benefits.

Discussion: *There are many ways in which we have worked or could work with school districts and other cities in implementing programs of value to them and to La Palma. An example is the lighted roller hockey facility jointly developed with the City of Cypress in Arnold Park (in the City of Cypress). Additionally, the joint funding of projects with the City of Cerritos to widen and improve the bridges on Moody Street and Orangethorpe Avenue over the Coyote Creek Channel demonstrate mutual benefits. Creativity in forming cooperative agreements would give our City greater leverage in serving its citizens without diminishing our identity. In addition, it allows us to obtain benefits to the community from a limited land resource that cannot be expanded.*

6. TOPIC: TRANSPORTATION SAFETY AND EFFICIENCY

GOAL 6: Support a safe and efficient circulation system within La Palma.

Discussion: *Keeping the roads safe for motorists, bicyclists and pedestrians will always be a high priority for us. Even though the arterial roadway system is complete and there are only a few areas where new local street extensions may be developed to serve future housing, we want the City to properly maintain the streets and sidewalks. Traffic on most of our streets is not too congested, but we are concerned about speeding, particularly on Walker Street, Moody Street, and La Palma Avenue. In places where congestion is a problem, either now or in the future, we should anticipate and budget for roadway improvements.*

Policy 6.1: Maintain a Level of Service "D" or better at all intersections under the sole control of the City, during peak hours.

Discussion: *Level of Service "D" is typically considered tolerable if limited to the peak hour periods when traffic flows are heaviest. We anticipate being able to meet this standard over time, with minor improvements.*

Policy 6.2: Maintain roadway surfaces, traffic signals, street signage, sidewalks, parkways, and medians in safe conditions.

Discussion: *The City allocates a little over 5 percent of its annual budget to street maintenance and improvements. That amount will probably increase over time as roads, sidewalks and facilities continue to age. We are already taking steps to alleviate unsafe sidewalk conditions along La Palma Avenue due to uprooting from mature trees. We are also improving the design of street medians in certain locations to improve roadway capacity and traffic safety. Roadways are being regularly resurfaced and restriped.*

Policy 6.3: Enforce speed limits throughout the City.

Discussion: *The arterial roadways not only serve La Palma residents, but also serve to carry a lot of motorists passing through the City to adjacent communities. We are concerned about speeds that exceed the limits, endangering pedestrians, bicyclists, and other motorists. La Palma has a highly valued Police Department that can minimize safety hazards on City streets.*

Policy 6.4: Require that development of new private driveways does not introduce significant traffic conflicts along major streets and residential collector roads.

Discussion: *We have some vacant parcels that remain to be developed in the City, along with some larger parcels that could be divided into smaller lots. We need to carefully consider the location of the driveways for these developments, to ensure that traffic safety is maintained.*

7. TOPIC: QUALITY PARKS AND RECREATION FACILITIES

GOAL 7: Continue to maintain a high quality park and recreation system that meets the various recreational needs of residents.

Discussion: *During the year-long General Plan update process, those who have come forward to participate have been nearly unanimous in their desire to see open-space and recreation facilities preserved and enhanced. In many ways both Central Park and the Civic Center complex function as our "downtown." Edison International's easement could be considered our*



“promenade.” A quality park and recreation system will remain a primary goal as our community matures.

Policy 7.1: Improve existing parkland and recreation facilities, as the City budget permits.

Discussion: *We need to make the most of our existing open-space and recreation resources, which means that increasing maintenance or replacing equipment is required in certain locations. We are interested in safety, usability, and attractiveness of recreation buildings, restrooms, landscaping, trails, tables/benches, tot-lot equipment, ball fields, and other sports facilities.*

Policy 7.2: Provide new recreation facilities (for either passive or active use) as the City budget permits

Discussion: *The Recreation and Community Services Department should prioritize the purchase of new recreation facilities based on demand. During our annual budget review, we will consider the allocation of funds to build or improve facilities and purchase new equipment.*

Policy 7.3: Coordinate with other governmental entities to improve open-space resources on school grounds.

Discussion: *School grounds are important to us from both a visual and recreational standpoint. With this policy, we will seek to assist school districts in improving school grounds. This may involve the planting of trees and shrubs, re-striping courts, assisting with the purchase of new play equipment and play surfaces, and improving the sports fields. We will consider providing financial assistance, materials, or labor for such improvements (including volunteer labor and donations, or some combination thereof). This approach will go a long way towards enhancing the open-space resources in the community, as well as improving the working relationship with the school districts.*



CHAPTER III

COMMUNITY SAFETY

A. INTRODUCTION

This chapter includes the state requirements for the safety element. The content of this element is mandated by state law and is referenced in Appendix B. Each city is obliged to respond to the topics identified by state law to the extent a topic is relevant to that city. This chapter has divided safety issues into the following components: Fire Hazards/Fire Protection, Police Protection, Flood Hazards, Geologic/Seismic Hazards, Hazardous Waste, and Emergency Preparedness. The intent of this chapter is to identify existing and potential hazards within La Palma and initiate or continue precautions to protect the safety of the City and its residents. The goals and policies set forth in this chapter are intended to reduce natural and manmade hazards to acceptable levels of risk.

B. RELATED PLANS AND PROGRAMS

A number of plans and programs relate to the elements covered in this chapter of the General Plan. A description of the most relevant is provided below in *Table III-1, Related Plans and Programs*:



**Table III-1
Related Plans and Programs**

<i>Description</i>	<i>Adoption</i>	<i>Approving Body</i>	<i>Consistency with General Plan</i>
La Palma General Plan Environmental Impact Report (EIR): As required by State law, each jurisdiction must prepare supporting environmental documentation on the General Plan. The EIR for the La Palma General Plan will be certified concurrently with adoption of the General Plan. The General Plan EIR will analyze the environmental impacts associated with the General Plan and provides technical background information used in preparing the Plan. It will also be a baseline document for subsequent planning efforts or special studies.	Concurrent with General Plan. Resolution.	City Council	Yes. Provides analysis of General Plan impacts.
City of La Palma Capital Improvement Program: The City's seven-year capital improvement program is updated annually. The program serves as a planning and budgeting mechanism for the major projects to be undertaken by the City. The projects generally include street right-of-way improvements; and planning and improvements for water, sewer, and storm drains. The Capital Improvement Program must be reviewed annually as to its conformity with the General Plan. It is critical to the implementation of many of the policies in this chapter.	Adopted for Fiscal Year 1997-1998.	City Council	Yes. Reviewed annually.
City of La Palma Multi-Hazard Emergency Plan: This document is designed to provide the basis for the disaster response of the City of La Palma and is based on the Multi-hazard Planning Guidance established by the State of California (1985). The Plan focuses on large-scale disasters that pose major threats to life and property and can impact the well being of large numbers of people.	Adopted 1989 and reviewed annually	City Council	Yes. Reviewed annually.
City of La Palma Code of Laws: This contains all ordinances adopted by the La Palma City Council. Chapters with direct relevance to Community Safety include the following: Buildings, Local Emergencies, Police, Fire Protection, and Health and Sanitation.	Updated as necessary	City Council	Yes. Mandated by State Law where related to physical development of the City.

C FIRE HAZARD

The City of La Palma contracts with the Orange County Fire Authority (OCFA) for fire protection services. OCFA is an all risk emergency service agency and provides the following services: fire suppression, emergency medical, hazardous materials, and rescue services. In addition, the OCFA provides a wide variety of other services such as public education, disaster planning and coordination, fire prevention inspections, building plan review, hazardous materials disclosure program management, fire investigation, emergency dispatch and communications, and media relations. Approximately 70-80 percent of Fire Authority responses are paramedic calls.

Station 13, on Walker St. in La Palma, is the first responding station with an average response time of 4.3 minutes for emergency responses. Other responding agencies are Station 12, on Walker St. in Cypress and Station 61, on Western Ave. in Buena Park. OCFA provides services to 20 jurisdictions and is able to share resources without regard to jurisdictional boundaries. In addition, OCFA maintains automatic and mutual aid agreements with neighboring jurisdictions should the need for additional resources arise.

The fire protection level of risk in the City is minimal since the City is primarily "built-out" and consists mainly of single/multifamily dwellings and retail shopping centers. A relatively small concentration of industrial/commercial development exists at the northwest corner of Orangethorpe and Valley View. These facilities meet current fire codes and are not considered high fire hazards. The Fire Authority conducts an annual inspection of non-residential uses. Residential inspections are provided upon request.

Water flow requirements are adequate for existing development throughout the City. The City water reservoir is located at 8415 Meadowlark Lane. A supplemental two million gallon reservoir is located at the northeast corner of Walker Street and Fresca Drive.

New developments are required to comply with Fire Authority standards for water supply and minimum road width and emergency access, which vary based on the type of development proposed. Fire Authority water flow requirements for individual buildings are determined at the time of plan check using the most recently adopted edition of the Uniform Fire Code. Minimum road width and access requirements are determined utilizing the latest OCFA edition of General Guidelines for



Emergency Access. City of La Palma Ordinance No. 95-11 adopts the 1994 edition of the Uniform Fire Code and the Uniform Fire Code Standards.

D. POLICE PROTECTION SERVICES

The City of La Palma maintains its own police department. The La Palma Police Department is a full service police agency with 25 full-time officers providing general law enforcement, patrol traffic, community oriented policing programs, DARE school drug and alcohol instruction, investigations, 24-hour front desk operation and a full records and communications bureau. The Police Department also has a Community Policing Sergeant, assigned part time as the City Emergency Services Coordinator. This person is responsible for the coordination of all City disaster response planning and training. In the event of an emergency, the Department is primarily responsible for communications, alerting and warning, and law enforcement and traffic (including evacuation). The Department is secondarily responsible for managing emergency operations and transportation.

The intent of the Police Department is to provide the highest quality protective and law enforcement services to the community; to keep La Palma safe, clean and well maintained; to provide education to children; and to ensure a safe and healthy environment in which to live, play, go to school, and work.

E. FLOOD HAZARD

No portion of the City is located in a designated floodplain. The City could be subject to flooding caused by heavy rainfall. Three drainage channels run through the City of La Palma: Coyote Creek, Moody Creek and Fullerton Creek. These drainage channels are fully improved for flood control purposes.

The dams that could impact the City of La Palma are described in detail the EIR (Appendix I) and include Brea Dam, Carbon Canyon Dam, Prado Dam, and Whittier narrows Dam. These dams have all been improved for seismic safety purposes, so the risk of dam failure is considered to be relatively low. However, dam failure can result from a number of natural or man-made causes such as earthquakes, rapidly rising floodwater and structural design flaws. Dam failure can occur instantaneously or very gradually

depending on the source of the failure. Dam failure has the potential to cause loss of life, damage to property, and other ensuring hazards, as well as the displacement of persons residing in the inundation path.

F. GEOLOGIC/SEISMIC HAZARDS

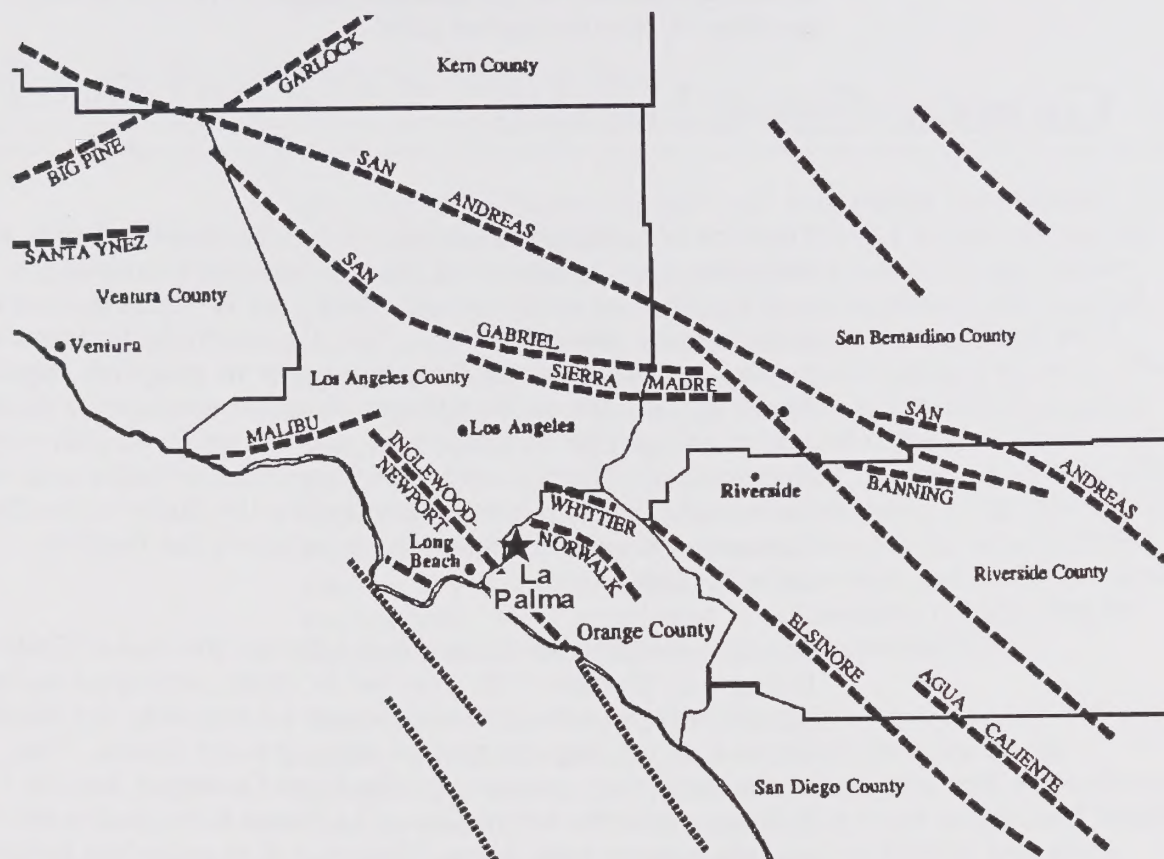
The City of La Palma is located in the Los Angeles Basin, which is underlain by a sequence of alluvial deposits consisting of marine and non-marine sand and silt. This area is characterized by considerable seismic activity. The Alquist-Priolo Earthquake Fault Zoning Act requires the State Geologist to establish regulatory zones around the surface traces of active earthquake faults and to require specific development regulations for buildings within these zones. There are no active earthquake faults and no Earthquake Hazard Zones identified by the State in the City of La Palma and therefore no special regulations for building development are required.

The Seismic Hazards Mapping Act (Public Resources Code Division 2, Chapter 7.8), enacted in 1990, also requires that the State Geologist identify areas where earthquakes are likely to cause shaking, liquefaction or other ground failure. The preliminary map released by the State Geologist August 17, 1998 indicates that the entire City of La Palma is located within a Liquefaction Hazard Zone. This map is expected to become official in mid-February, 1999. The Liquefaction Hazard Zone designation does not mean that all areas within the zone will necessarily experience liquefaction, nor does it mean that they should be excluded from development. Instead, it identifies areas where the potential for damage is great enough to require further evaluation and potential mitigation. Therefore, the Seismic Hazards Mapping Act mandates that the City require the preparation of a geotechnical report prior to the approval of most new development projects. In addition, a disclosure statement must be provided prior to the sale of property within a Liquefaction Hazard Zone. The means for satisfying the legal requirement id compliance with the provisions of Special Publication 117, Guidelines for Evaluation and Mitigation of Seismic Hazards in California (California division of Mines and Geology, 1997)

There are also a number of earthquake faults located in the vicinity of the City, including the San Andreas, Inglewood-Newport, Norwalk, San Jacinto, and Whittier-Elsinore faults.



Regional Faults



Regional earthquake faults are shown in *Exhibit III-1, Regional Fault Map*. Similar to the rest of southern California, there is little doubt that the City will experience future earthquakes of various magnitudes, with impacts ranging from minimal to severe. Ground shaking with moderate to high lateral accelerations would be the primary effect of earthquake activity, with loss of soil support due to liquefaction also occurring in some areas.

In addition to earthquake related hazards, a soils report prepared by The California State University, Long Beach, Department of Civil Engineering, indicates that building foundations within the City are at risk from salt weathering. Salt weathering is the physical process of pressure buildup in the voids of porous concrete during salt crystallization. Salt weathering reduces the strength of building foundations and can lead to foundation cracking and uneven settlement. In new buildings steps can be taken to protect the foundation from salt weathering. In addition, there are often measures that can be taken to prevent damage to existing buildings. The most appropriate mitigation measure varies based on building design and soil profile.

Since the City of La Palma is relatively flat, no significant slope stability or landslide hazards exist within the City. The City is also far enough from the Pacific Ocean and other regional water bodies to virtually eliminate the potential for hazards from earthquake related seiches or tsunamis. A more detailed analysis of potential seismic and geologic hazards is provided in the EIR (Appendix I).

G. HAZARDOUS WASTE

Modern technology has led to a dependence on products containing hazardous materials. Hazardous materials are utilized by a number of businesses in La Palma. In addition, a number of common household products contain hazardous materials. A material is considered hazardous when it exhibits corrosive, poisonous, flammable and/or reactive properties, and has the potential to harm human health and the environment.

Chapter 12 (Health and Sanitation) of the La Palma City Code governs hazardous material use, designation and disclosure within the City. The Fire Authority also conducts inspections of businesses utilizing hazardous materials and ensures that established safety standards are met.

Pursuant to the Tanner Act (AB 2948), the City of La Palma hereby



incorporates the Orange County Hazardous Waste Management Plan (HWMP), by reference, into its General Plan. The HWMP discusses the volume of the waste stream, existing and projected facilities, waste management agencies and regulations, facility siting policies and implementation actions.

At the State level, Proposition 65 requires the Governor to publish a list of chemicals that are known to the State of California to cause cancer, birth defects or other reproductive harm. Proposition 65 imposes certain controls that apply to chemicals that appear on this list. These controls are designed to protect California's drinking water sources from contamination by these chemicals, to allow California consumers to make informed choices about the products they purchase, and to enable residents and workers to protect themselves from exposure to these harmful chemicals. In addition, Senate Bill 1889 requires California to implement a new federally mandated chemical Accidental Release Prevention Program (CalARP). Any business that has more than a threshold quantity of a regulated substance is covered under this program.

The Porter-Cologne Water Quality Control Act regulates waste discharges, including potentially hazardous wastes from nonpoint sources. Anyone discharging or proposing to discharge materials that could affect water quality (other than into a community sewer system) must file a report of waste discharge. The State Water Resources Control Board and the Regional Water Quality Control Boards are responsible for controlling nonpoint pollution sources. Coordination among local, regional and state agencies is important to ensure that existing dischargers are appropriately regulated and that new developments employ best management practices to reduce potential pollutant discharges.

H. EMERGENCY PREPAREDNESS

In August 1989, the City of La Palma adopted by resolution a Multi-Hazard Emergency Plan (MHEP). The Plan identifies procedures to provide for the effective mobilization of all City resources, public and private, in response to emergency situations. These situations include fire and rescue operations, medical and public health emergencies, natural disasters, technological incidents, wars, and nuclear defense operations. The Plan also outlines evacuation procedures and identifies the sources of outside support that may be provided (through mutual aid agreements and specific statutory authority) by other

jurisdictions, state and federal agencies, and the private sector. Evacuation routes are determined when the situation arises based on available information. MHEP Appendix Table H-1 provides a listing of emergency evacuation procedures and the individuals assigned to coordinate evacuations.

The Plan also places an emphasis on training of full-time, auxiliary and reserve personnel; public awareness and education; and assuring the adequacy and availability of sufficient resources to cope with emergencies. Additional emphasis is placed on measures that can be taken to reduce losses from disasters,

I. NOISE

Noise is unwanted or objectionable sound. It is a factor in the General Plan because it affects the health and well being of the citizens and, because extreme exposure to noise can be damaging to health or even distracting enough to cause accidents, it is also a public safety issue. Of particular concern is the impact of noise on sensitive uses: residences, hospitals, schools, day care centers, and similar uses.

Noise can be generated by sources in a known location, such as freeway and highway traffic noise, railroads, or aircraft overflight. These are considered noise sources with long term, relatively permanent impacts. Noise is also generated from variable locations, such as yard equipment or power tools, loud music, construction activities, or even excessively noisy parties. The more predictable sources can be addressed in part by separating sensitive uses from noise sources. This can be effective because noise decreases as a function of distance from the source. In some cases, such as along busy freeways, sound barriers are necessary.

A key factor in whether sound is interpreted by the listener as noise is the time of day or night during which the sound is heard. Generally speaking, all other things being equal, sound is more “noisy” at night than during the daytime.

The City of La Palma is fortunate in that there are relatively few fixed sources of noise and there is excellent separation of sensitive uses from them. The Route 91 Freeway separates the City’s industrial area from residential neighborhoods. Although the freeway itself is a source of noise, its elevated profile through the City and buffering by commercial uses from most residences mitigate its impacts. Arterial highways generate noise as well, but the estimated increase



in traffic until total buildout of the City (perhaps within the next 15 years) will only marginally increase noise from that source. Consequently, the long-term noise environment is not expected to change enough to be noticeable.

The short-term situation related to noise generated by residents and business operations in the City will be influenced by the limited amount of anticipated new development. Those impacts will be temporary, during construction, and can be mitigated by conditions placed on the project. Other short term or temporary noise conditions, such as use of power equipment, playing of loud music, and similar random noise generating activities can be managed by preparing and enforcing a noise ordinance based on well established State noise standards. In effect, this is mainly a matter of citizens being sensitive to the impacts of unusual noise levels they may generate and, in the case of occasional excesses, being obligated to reduce the annoyance to others.

J. GOALS AND POLICIES

1. TOPIC: FIRE HAZARD

GOAL 1: Maintain fire services that offer maximum feasible protection from loss of life and property.

Discussion: *We currently contract with the Orange County Fire Authority (OCFA) for fire protection services. OCFA maintains a Fire Station in La Palma, as well as others in adjacent Cities, and provides the City with a high level of fire protection services. We support on-going efforts to sustain this high level of service in order to protect life and property in our community.*

Policy 1.1 Support the maintenance of well-equipped Fire services providing a high level of service and quick response times.

Discussion: *We understand that maintaining excellent Fire Authority services is critical to protecting the health and welfare of our residents. Our community currently receives a high level of fire protection services from OCFA. We support the continued operation of high-quality fire protection services and realize that it is important to maintain and renew contracts with OCFA that provide for this level of service.*

Policy 1.2 Continue to maintain adequate fire flow throughout the City and provide adequate water storage to meet peak fire demand.

Discussion: *We currently have adequate water supply and flow to meet the needs of OCFA. It is important to maintain this level to meet Fire Authority demands in the event of an emergency and to provide the highest level of service to our community. We also realize that it is particularly important to conduct preventative maintenance of water lines, hydrants, and the reservoir to ensure that these resources operate at peak efficiency in the event of an emergency.*

2 TOPIC: POLICE PROTECTION SERVICES

GOAL 2: Continue to support high quality police protection services.

Discussion: *We live in a safe community with a relatively low crime rate. We enjoy this safety and realize that it is of critical importance in maintaining our quality of life. Therefore one of our primary goals is the on-going provision of high quality police protection services.*

Policy 2.1 Maintain a well-equipped, high quality local Police Department.

Discussion: *The maintenance of a local Police Department is a defining component of our community. It provides us with a high level of safety and security and creates a bond between law enforcement officers and residents that strengthens our "home town" character. We also understand the importance of providing the Police Department with the necessary manpower and equipment for the continued operation of efficient police protection services. Therefore, we strongly support the continued operation of a well-equipped local Police Department.*

Policy 2.2 Support cooperative programs between the Police Department and local organizations.

Discussion: *Our community has a strong bond with local law enforcement, which can be seen through a number of cooperative programs such as Neighborhood Watch, Senior Citizens Organized Reciprocal Efforts (SCORE) volunteer program, Police Explorers, Youth 20/20, and a number of other programs. These*



programs make our community a safer place to live and work and help to create a positive relationship between our Police Department and the community that is important to our "home town" character.

3. TOPIC: FLOOD HAZARD

GOAL 3: Build Strive to provide protection for life and property from flood hazards.

Discussion: *The City is located in the inundation zone of several regional dams. Therefore it is important that we support the continued safety and operational quality of these facilities. It is also important to ensure that our local drainage systems are operating properly in order to protect our community from excessive storm water flows.*

Policy 3.1 Support the safe operation of regional flood control efforts.

Discussion: *Regional dams are currently improved for seismic safety purposes. We support the monitoring and maintenance of these facilities to provide continued protection for the City from flood events. We also support the efficient operation and maintenance of regional flood control channels such as the Coyote Creek and Moody Creek Channels.*

Policy 3.2 Support the efficient operation of local drainage facilities.

Discussion: *Our existing drainage system is adequate to meet our needs. However, it is important that the drainage system be maintained in good working order and that new facilities be planned to comply with our drainage standards.*

4. TOPIC: GEOLOGIC/SEISMIC HAZARDS

GOAL 4: Build a community with maximum feasible protection from seismic and geologic hazards.

Discussion: *The City is located in a seismically active region. We seek to protect the City and its residents from the effects of earthquakes and other geologic hazards and to reduce loss of life,*

injuries and property damage. Therefore, we support the retrofitting of existing buildings, as necessary, to bring them in line with current safety standards. In addition, we support education programs designed to increase earthquake preparedness.

Policy 4.1 Comply with all applicable requirements of the Seismic Hazards Mapping Act (Public Resources Code Division 2, Chapter 7.8).

Discussion: *Our community is located in a Liquefaction Hazard Zone and therefore must comply with the requirements of the Seismic Hazards Mapping Act. One of the main requirements of this Act is that a certified geologist conduct liquefaction investigations prior to development approval for most new development projects.*

Policy 4.2 Require all new development to comply with the most recent Uniform Building Code seismic design standards and State of California seismic building standards.

Discussion: *Meeting the standards of the Uniform Building Code standards is considered the best means of ensuring that new buildings achieve appropriate safety standards.*

Policy 4.3 Require mitigation of potential adverse impacts of geologic and seismic hazards at the project level.

Discussion: *In many cases new buildings can be designed to significantly reduce the impacts of specific geologic and seismic hazards such as unstable soils, salt weathering, and liquefaction. Mitigation would be required by our building officials, as appropriate, to minimize risks to public safety associated with development projects.*

Policy 4.4 Promote awareness of seismic and geologic hazards within the City.

Discussion: *We support public awareness programs that provide the public with up-to-date information on seismic and geologic hazards. Homeowners' Associations, the Red Cross, and community organizations can offer these programs. Awareness programs should focus on the following: 1) Hazards from earthquakes, liquefaction, salt weathering, and other known problems; 2) Steps that can be taken to reduce the risks from these hazards; 3) What to do in the event of an earthquake.*



5. TOPIC: HAZARDOUS WASTE

GOAL 5: Ensure consistency safe use, storage and transportation of hazardous materials within the City.

Discussion: *We realize that hazardous waste is a necessary by-product of certain industrial activities. However, with the implementation of appropriate precautions, hazardous waste should not pose a significant threat to workers or residents in the City. Therefore, we support the implementation of safety controls on the use, storage and transportation of hazardous materials and waste within the City.*

Policy 5.1 Support the implementation and enforcement of regulations providing for the safe handling of hazardous materials.

Discussion: *We want to ensure that hazardous materials are stored and handled in a safe manner and that appropriate precautions are taken to reduce the risk of a spill or other accidental release. The most effective means of doing this is to ensure that applicable local, state and federal programs governing the use of hazardous materials and waste are implemented in La Palma*

Policy 5.2 Monitor facilities that use, store, or handle hazardous materials.

Discussion: *We want to maintain up-to-date information on hazardous materials being used in the City and intend to work with the Fire Department to ensure that facilities using hazardous materials are monitored on an on-going basis.*

Policy 5.3 Support State and regional efforts to control nonpoint sources of water pollution.

Discussion: *We recognize that controlling nonpoint sources of water pollution is an important means of reducing the discharge of hazardous and potentially hazardous wastes. Therefore we support the efforts of state and regional agencies, such as the Regional Water Quality Control Board, to identify and mitigate sources of nonpoint pollution. We also support education programs designed to alert land users of their roles and responsibilities in reducing this kind of pollution. In addition, we recognize that City government, as the principal land use*

planning authority, can be an important manager of water resources. Therefore, we will support responsible water quality planning and the integration of best management practices into the design of new development projects.

6. TOPIC: EMERGENCY PREPAREDNESS

Goal 6: Strive for minimum loss of life, injury, and property damage in the event of an emergency.

Discussion: *An emergency, such as an earthquake, war or hazardous materials accident, can occur with or without warning. We must be prepared for all types of emergency situations and be capable of mobilizing all the resources at our disposal to protect life and property within the City.*

Policy 6.1 Prepare for the effective mobilization of City resources (both public and private) in the event of an emergency.

Discussion: *The City has prepared a Multi-Hazard Emergency Plan outlining the mobilization of City resources in the event of an emergency. Keeping this plan up-to-date is considered the most effective means of preparing for an emergency. We also support emergency training of public personnel as well as public awareness and education efforts for our citizens. These measures are included as Preparedness Elements in the Multi-Hazard Emergency Plan.*

Policy 6.2 Support regional emergency response planning.

Discussion: *Emergency situations, such as earthquakes, often effect more than one City at a time. In such a situation, a cooperative effort involving numerous jurisdictions and resource agencies is often the most effective means of dealing with the emergency. Therefore, we support efforts to plan and prepare for multi-jurisdictional emergency responses. Our City has assisted in the countywide emergency planning effort by permitting an emergency communications tower to be built in our industrial area. We are open to consideration of other means of participating in this important function.*



7. TOPIC: NOISE

Goal 7: Continue to foster a quiet living and working environment.

Discussion: *Our City is small and quiet. Even our industry is not a major source of noise, and it is located some distance from homes. Only a small section of freeway runs through town and it impacts mostly commercial and industrial uses. Our larger highways are not going to get much noisier than they already are. We can, of course, make sure that new construction complies with insulation standards that reduces whatever outside noise there is. So our main challenge is to insure that temporary, short-term noise sources do not get out of hand.*

Policy 7.1 Evaluate noise impacts for development along arterial highways based on the noise levels described in the noise analysis of the General Plan EIR.

Discussion: *In looking at the expected noise conditions along the arterial highways serving our City, it is obvious from reading the noise analysis in the EIR for this plan that overall noise levels generated from traffic are not going to be noticeably different from what they are now. We don't have many parcels left to develop. Those that are proposed for development need to take into account the impacts of the noise levels we have anticipated. If the developer wants to confirm the noise level with his own study by a noise analyst approved by the City staff, that would be acceptable. We just want to be sure that the noise levels inside these structures comply with established State standards.*

Policy 7.2 Enforce State noise insulation standards for proposed projects in high noise environments.

Discussion: *The State has established noise insulation standards for proposed projects in high noise environments. They are contained in Title 24 of the California Code of Regulations and are designed to ensure an adequate interior noise environment for residential uses, such as homes, apartments, motels, and hotels. If a developer combines compliance with these insulation standards with other measures to reduce interior noise levels, there should be no difficulty in achieving the noise conditions we desire for our citizens.*

Policy 7.3 Enforce the City's noise ordinance for those noise sources that are not pre-empted by other agencies.

Discussion: *Cities don't have any control over highway and freeway generated noise. The same is true for aircraft and railway noise, however we aren't bothered by those sources. What we can influence is the kind of noise we create ourselves: noisy equipment, loud music, construction activity--even loud talking or party activities. These things don't occur everywhere, or all the time. But when they do happen, it can be annoying or even worse. Loud noises, particularly unexpected ones, can even cause accidents, not to mention possible hearing damage. The way we choose to make sure that this type of noise doesn't become a bothersome thing is to establish and enforce a fair but firm noise ordinance. It will specify noise measurement criteria, interior and exterior noise standards, time restrictions for certain noise sources, and procedures for enforcement. This will be our main tool for keeping the living and working environment in La Palma the way we want it.*

Policy 7.4 Require the design of new development projects so that potential noise impacts are kept to a minimum.

Discussion: *There are many methods for designing a project so the impact of noise on it and its impact on nearby noise sensitive uses are both kept as low as possible. We expect new development to take both of these considerations into account. Methods for accomplishing this can include: building setbacks, building orientation, window placement, wall and fence treatment, location of activity areas, access design, and similar design features. This does not necessarily reduce the need for other ways of reducing noise impacts, but it can make a difference, especially for larger projects. This is all part of what it means to be a quality development in our community.*



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CHAPTER IV

HOUSING

A. INTRODUCTION

This chapter focuses on the policy aspect of housing. Appendix C contains the data and analysis from which the policy commitments are derived. Combined, they cover the scope required by the California Government Code for Housing Elements in local General Plans.

Nearly half of our City is zoned for residential uses, and accordingly housing is therefore very important to our community. In this Housing Element we identify and establish our goals, policies and programs for meeting the housing needs of our existing and future residents. We also outline an action plan that will guide the implementation of our housing goals. In implementing this plan, we seek to contribute to the statewide housing goal of “early attainment of decent housing and a suitable living environment for every California family”, as well as to respond to the concerns unique to the City of La Palma.

If this document is to play a meaningful role in guiding our actions, we must periodically evaluate its effectiveness. Since our Regional Housing Needs Assessment is scheduled to be updated by the Southern California Association of Governments in March of the year 2000, this housing element will be updated at that time. An updated element, based on an updated Needs Assessment, will be submitted to the State Department of Housing and Community Development in order to meet a proposed June, 2000 deadline for the next cycle of local housing element updates. That element will cover a normal five year planning period.



B. HOUSING PLAN

Our Housing Plan identifies specific actions that we will take in implementing the goals and policies of this Housing Element. Pursuant to State Law, our Plan must accomplish the following:

- Provide adequate sites to achieve a variety and diversity of housing
- Facilitate the development of affordable housing
- Address and, if necessary, improve the existing affordable housing stock
- Promote equal housing opportunity

The goals we have set for ourselves in this plan correspond to the above listed issue areas listed above, and our housing programs implement the respective policies of these goals. Included in each program is a description of its primary components and an objective. The objective establishes a benchmark of implementation for each of the housing programs within the current housing element cycle. The time-frame for implementation of the Housing Plan is five years.

1. GOALS AND POLICIES

Our goals and policies for housing in the City of La Palma for the planning period from 1999-2000 and 2000-2005 are as follows:

TOPIC: DIVERSITY OF HOUSING OPTIONS GOAL

GOAL 1: Provide diverse housing opportunities to satisfy the physical, social and economic needs of the existing and future residents of La Palma, including those with special needs (special needs include large families, single parent households, the disabled, senior citizens, and the homeless).

DISCUSSION: We seek to achieve a balanced inventory of housing in terms of unit type, cost and tenure. This range of housing options is necessary to support an economically and socially diverse community such as ours. Adequate public facilities and services are important in maintaining the quality of life valued by all of our City's residents. We also value the important investment represented by our existing housing stock.

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Policy 1.1 We will ensure that housing is safe and sanitary with adequate public services to accommodate the needs of City residents.

Policy 1.2 We will promote the continued maintenance and enhancement of the existing housing stock.

Policy 1.3 We will support innovative public, private and non-profit efforts in the development of affordable housing, particularly for special needs groups.

TOPIC: HIGH QUALITY RESIDENTIAL DEVELOPMENT STANDARDS

GOAL 2: High quality residential development standards shall be maintained to ensure that livable neighborhoods are maintained, as well as, safety and aesthetic value.

DISCUSSION: Our City is characterized primarily by its stock of high-quality single-family housing. It is essential to the social, physical and economic well being of the City that this housing stock be actively maintained and enhanced through our policies and programs.

Policy 2.1 We will continue to establish and enforce property maintenance regulations that promote the sound maintenance of property and enhance the livability and appearance of residential areas.

Policy 2.2 We will provide public services and improvements that enhance and create neighborhood stability.

TOPIC: REMOVAL OF HOUSING CONSTRAINTS

GOAL 3: We will address and remove governmental constraints to the maintenance, improvement and development of housing, where appropriate and legally possible.

DISCUSSION: Government constraints are policies, standards or requirements imposed by our City that may have the potential to constrain the production of affordable housing under certain circumstances. Development fees, processing procedures, and development standards are cited as factors that impact the ability to provide market rate affordable housing.



Policy 3.1 We will remove regulatory barriers to the development of emergency and transitional housing for the homeless. We will assist developers of emergency and transitional housing in locating sites and streamline the approval and permitting process for this housing.

Policy 3.2 We will provide flexibility in development regulations to permit higher density affordable housing to be put into place in the city.

Policy 3.3 We will periodically review City development standards to ensure consistency with the General Plan and to facilitate high-quality affordable housing. Affordable, transitional and emergency housing applications will be moved through the approval and permitting processes in an expedient manner. We will assist in the filing of forms and permitting approvals from related agencies for affordable housing projects.

TOPIC: EQUAL HOUSING OPPORTUNITY

GOAL 4: Assure that housing opportunities are available to all persons without regard to race, color, ancestry or national origin, religion or marital status.

DISCUSSION: Discrimination in housing practices is prohibited by national and state fair housing laws. Discriminatory practices impede housing opportunities for all residents of La Palma.

Policy 4.1 We will encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.

Policy 4.2 We will assure and support the efforts of others to ensure that unrestricted access to housing is available to all segments of the community.

Policy 4.3 We will encourage and support local private, non-profit groups, which address the housing needs of the homeless and other disadvantaged groups.

2. HOUSING PROGRAMS AND ACTION PLAN 1999- 2000, 2000-2005

The City's housing programs for the planning period spanning 1998-2000, and 2000-2005 are described below, and are followed by a

Summary Action Plan in matrix form. The matrix summarizes the intent of each program, and identifies an objective, funding source, agency responsible for implementation and time frame. This format provides a quick reference for users of this document, and facilitates evaluation of the Housing Plan in the next Housing Element cycle.

a) Housing Programs

1) Walker Street Senior Citizens Apartments

The purpose of this project is to develop the vacant site at 7051-61 Walker Street into 60 units of Senior Housing with the assistance of the City's Community Development Commission (CDC). The parcel has been purchased by the CDC, and will be rezoned from commercial to multiple family residential with a village overlay to facilitate this development. 49% of the units are to be restricted for households earning no more than 120% of the area median income. The project's income and affordability restriction covenants must be maintained for a minimum of 55 years.

Objective: Develop 60 units of moderate-income senior housing.

2) Section 8 Rental Assistance

The Section 8 program provides rental assistance to low and moderate income families, elderly and disabled persons who spend more than 30 percent of their monthly income on rent. The subsidy represents the difference between the excess of 30 percent of the recipient's monthly income and the federally approved fair market rents (FMR). Section 8 assistance is available in the following forms:

a. Existing Housing Certificate Program

Under the certificate program, the landowner enters into a contract with the local Housing Authority, which limits rent for the very low income unit to the FMR. Eligible tenants must pay the highest of 30 percent of adjusted income, 10 percent of gross income, or the portion of welfare assistance designated for housing. Housing subsidized through this program must meet the standards of safety and sanitation established by HUD.

b. Existing Housing Voucher Program

This program is similar to the Certificate Program, however, rent for the units is not restricted. The tenant must instead pay the difference between the FMR standard and the actual rent.

The Orange County Housing Authority administers the



Section 8 Certificate/Voucher Program for several Orange County cities, including La Palma. According to the Housing Authority, nine households in La Palma receive Section 8 assistance: eight under the certificate program and one under the voucher program.

The City cannot directly influence the number of Section 8 certificate/vouchers available to residents, however the City supports the efforts of the Housing Authority to obtain additional funding from HUD to provide subsidies. The City should continue to attend Housing Authority meetings and participate with the Housing Authority in administering the program. The City can also encourage property owners to participate in the various Section 8 programs.

Objective: Support efforts to increase the amount of funding allocated to HUD programs. Provide referrals to apartment complex owners for information on the various Section 8 programs. Continue to participate in the County Housing Authority's Committee for municipalities participating in Section 8 County-Administered programs. Assist 10 very low or low income households in the City.

3) Grant Funding for Preservation and Rehabilitation of Affordable Housing

Through the Community Development Block Grant (CDBG) program, HUD provides funds to local government for a range of community development activities that benefit lower income households. The Orange County Housing/Community Development Program office is responsible for distributing CDBG funds to the smaller cities in Orange County. The City of La Palma received \$115,000 in CDBG funds from 1990-1994. An additional \$58,500 was received in 96-98. CDBG funds have, to date, been used for a non-housing related public ADA program. The City's present agreement with the County for annual CDBG and HOME fund allocations covers the period between July 1, 1997 and July 1, 2000. The agreement will be automatically extended for an additional three years unless the City requests otherwise in writing. The City intends to continue the agreement.

Objective: Preserve and rehabilitate 5 affordable housing units.

4) First Time Homebuyers Program

A First Time Homebuyers Program administered by Orange County provides down payment assistance, targeted at the population with incomes at or below 70 percent of the County median.

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To date, one La Palma resident has been the recipient of assistance from this program. The City could increase participation in the program by actively publicizing it. The City will publicize the availability of the County's First Time Homebuyers program to local residents by:

Publishing information about the program in the City's quarterly La Palman newsletter, distributed to all households; and

Posting information about the program in the City's public library and community center, on the City Hall bulletin board, and on the City website when it is completed.

Objective: Assist 6 First Time Homebuyers with incomes at or below 70 percent or below the County median in purchasing homes.

5) *Mortgage Credit Certification Program*

Under the Mortgage Credit Certification (MCC) Program, first-time homebuyers receive a tax credit based on a percentage of the interest paid on their mortgage. This tax credit allows the buyer to qualify more easily for home loans as it increases the effective income of the buyer. Under federal legislation, 20 percent of the funds must be set-aside for buyers with incomes between 75 and 80 percent of the County median income. The County of Orange Public Finance Division administers the MCC program countywide. Jurisdictions that allocate funds to the program receive a six-month priority. The County administers the program in conjunction with local participating lenders.

Since 1993, two residents in La Palma have received assistance through this program. The City will publicize the availability of the MCC program to local residents by:

Publishing information about the program in the City's quarterly La Palman newsletter, distributed to all households; and

Posting information about the program in the City's public library and community center, on the City Hall bulletin board, and on the City website when it is completed.

Objective: Assist 5 first-time homebuyers by providing tax credits.

6) *Reverse Mortgage Program*

This program targets elderly homeowners that are cash poor but have built up substantial equity in their homes. Homeowners can draw needed income from the accumulated equity in their home through a reverse mortgage. The reverse mortgage is a deferred payment loan, or a series of such loans, for which a home is placed as a security. Reverse



mortgage programs typically permit homeowners to borrow up to 80 percent of the assessed value of their property, receive needed principal of up to 25 percent of the loan, and receive monthly annuity payments for the life of the loan.

The Orange County Housing Authority has been certified by HUD to provide counseling services for individuals seeking this type of loan. Responsibilities include: providing counseling to seniors interested in applying; working with private lending institutions, and working with seniors to complete applications.

The City will publicize the availability of the reverse mortgage program by:

Publishing information about the program in the City's quarterly La Palman newsletter, distributed to all households; and

Posting information about the program in the City's public library and community center, on the City Hall bulletin board, and on the City website when it is completed.

The City will refer eligible senior homeowners to the County Housing Authority to obtain counseling.

Objective: Refer all eligible parties who contact the City with an interest in this program to the Orange County Housing Authority.

7) Section 202 Elderly or Handicapped Housing

Under this federally administered program, direct loans are made to eligible, private nonprofit sponsors to finance the development of rental or cooperative housing facilities for occupancy by elderly or handicapped persons. The interest rate on such loans is determined annually. Section 8 funds are made available for all of the Section 202 units for the elderly. Rental assistance for 100 percent of the units for handicapped persons has also recently been made available.

Private, non-profit sponsors may qualify for Section 202 financing loans. Households of one or more persons, the head of which is at least 62 years old or is a qualified non-elderly handicapped between the ages of 18 and 62, are eligible to live in these units.

Objective: Support all viable nonprofit entities seeking Section 202 funding.

8) Redevelopment Set-Aside Fund

The City of La Palma, and its CDC, has been involved in redevelopment since 1983. The City of La Palma will be investing the major portion of

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the existing monies (close to \$1,000,000) in the 60 unit affordable Senior Apartment complex that is currently in the design review process. The project will break ground in the summer of 1999 and be completed in 2000.

Set-aside monies that are received after this project is completed will be used for rent subsidies and repairs for the existing affordable projects in the City. Additionally the City will explore the possibility of invoking their "right of first refusal" to purchase the Montecito Condominiums and Kathy Drive homes at the end of the 10-year affordability restriction in order to retain them as affordable units.

In implementing these commitments, the City will incorporate appropriate language in its updated expenditure plan for redevelopment set-aside funds when that plan expires in 2000.

Objective: Update expenditure plan for redevelopment set-aside monies when it expires in 2000. Prioritize programs that focus on rent subsidies, utilizing right of first refusal option, and repairs for existing affordable housing projects in the City, after Walker Senior Citizens complex is completed.

9) Preserve Moderate Income Townhomes

The 46 Montecito Village Townhomes will be at risk of conversion to market rate in 2006. Because the City has the right of first refusal to purchase units as they come up for sale in the project, the City will endeavor to purchase units as they become available, resell them as moderate income housing units, and extend their term of affordability for an additional 10 year period.

Objective: Utilize "right-of-first refusal" options to purchase moderate-income housing units and extend their term of affordability. Preserve 46 units of moderate income housing.

10) Preserve Moderate Income Single Family Housing

The 16 Kathy Drive single family homes will be at-risk of conversion to market rate in 2005. The city will monitor the units at-risk and work with their owners and with non-profit agencies to prevent them from reverting to market rate.

Objective: Work with owners and interested non-profit agencies to prevent 16 units of moderate income housing from reverting to market rate. Preserve 16 units of moderate income housing.



11) Code Enforcement

Currently, residential code-related complaints in the City of La Palma primarily concern yard maintenance, overhanging trees, and RV or Boat Parking violations. The City will continue the Code Enforcement Program maintained by its code enforcement officer in order to ensure that the City's existing housing stock is maintained and rehabilitated as necessary.

Objective: Continue the City's Code Enforcement program for residential housing.

12) Spotlight on La Palma

The majority of the housing stock in the City was in place by the late 1970s. The stock is aging, but of high quality, and is a source of pride in the community. In order to ensure the continued maintenance of the city's housing stock, the Spotlight on La Palma program will continue to recognize a "Spotlight Home of the Month" as an incentive for home maintenance and upkeep. Awards will be made to occupants demonstrating home maintenance values the City wishes to promote in areas such as exterior upkeep of the property, and landscaping.

Objective: Continue the Spotlight on La Palma program rewarding high standards of property maintenance.

13) Emergency and Transitional Housing Sites

The homeless population comprises persons lacking consistent and adequate shelter. Homeless persons can be considered resident (those remaining in an area year-round), or transient. Emergency and transitional shelters can help to address the needs of the homeless.

Emergency shelters provide a short-term solution to homelessness and involve limited supplemental services. Transitional shelters, in contrast, are directed at removing the basis for homelessness. Shelter is provided for an extended period of time, and is combined with other social services and counseling to assist in the transition to self-sufficiency. Though no resident homeless population exists in La Palma, the City must designate sites wherein emergency and transitional housing could be provided.

Potential emergency shelter locations are the La Palma Christian Center, the United Methodist Church, and the Los Cerritos Valley Baptist Church. Potential transitional housing locations would be at the Nova La Palma Apartments. Regulatory concessions may be necessary to accommodate emergency housing in these locations. Such concessions will be considered in revising the applicable development code sec-

tions.

Objective: Update the Development Code to permit emergency housing in the public and institutional zone, and transitional housing in the multifamily residential zone, subject to a Conditional Use Permit.

14) Density Bonus Ordinance

The City of La Palma will adopt a Density Bonus ordinance, as required by law. Applicants under State law may file for density bonuses when projects incorporate 20% of units for low-income persons; 10% of units for very low income persons; or 50% of units for senior citizens.

Objective: Encourage the development of housing in the City by adopting a Density Bonus Ordinance.

15) Second Unit Ordinance

Government Code 65852.1, et. al., provides for implementation of state specifications or the establishment of local ordinances governing the establishment of a second residential dwelling unit on a single family or multiple family zoned lot. Single family homes in the City of La Palma generally range in size from 1700 sq. ft. to 2400 sq. ft., on 5000 sq. ft. lots. Room additions are permitted in the City, which can decrease rear setbacks in some areas of the City to 10'. The size and configuration of the housing in the City renders it infeasible to add second units to existing residential properties in the City. Therefore, the City will enact a second unit ordinance incorporating findings that render second units infeasible, and therefore impermissible, in the City.

Objective: Comply with State Government code by adopting a Second Unit ordinance.

16) Streamline Residential Project Approval Process

The City's permitting and approval process for residential expansion projects will be streamlined to reduce the number of steps in the process. Conforming residential expansion projects will be approved administratively if they involve an expansion of less than one third of the existing dwelling unit's square footage. Thus, only occasional projects that involve significant departure from City development standards would go to the Development Committee and Planning Commission. In most cases, the processing time will be reduced to less than 30 days. Additionally, the City will facilitate applicants with the required approval and permitting that is necessary from other regulatory agencies.

Objective: Update the City's Development Code to streamline its resi-



dential project approval process.

17) Revise Residential Land Use Designations and Controls

This General Plan update incorporates changes to the City's land use designations which are more responsive to the needs of the City as it nears ultimate build out, and which more accurately represent the types of housing stock already in existence in the City. Residential land use designations will now include: Single-Family, Multiple Family, and Village Residential Overlay.

Objective: Update the City's Development Code to reflect the City's new land use designations and controls.

18) Equal Housing Opportunity

The Fair Housing Program of Orange County provides a range of fair housing services, including housing discrimination response, landlord-tenant relations, housing information and counseling, and community education programs.

Objective: Support the activities of the Fair Housing Council by publicizing its referral service to local residents using the following methods: publish information in the La Palman and post information obtained from the California Department of Fair Employment and Fair Housing at the public library, community center and on the City Hall bulletin board.

b) Housing Action Plan Summary/Quantified Objectives

Please see Table IV-1, City of La Palma Housing Action Plan Summary, below. See Table IV-2, City of La Palma Quantified Housing Objectives, for the number of dwelling units sought by income category.

IV. HOUSING

TABLE IV-1
CITY OF LA PALMA HOUSING ACTION PLAN SUMMARY

Housing Program	Program Intent	Plan Objective	Funding Source	Responsible Agency	Time Frame
PROVIDE A DIVERSITY OF HOUSING OPPORTUNITIES FOR RESIDENTS					
Walker Street Senior Citizen Apartments	Provide moderate income senior housing.	Develop a 60 unit moderate income senior housing project.	Redevelopment Set-Aside Fund	City of La Palma	2 years
Section 8 Housing Assistance	Provide housing subsidies for very low and low income households.	Assist 10 very low and low income households in the City.	HUD	Orange County Housing Authority; City of La Palma	Ongoing
Grant Funding	Preserve and rehabilitate affordable housing.	Continue to apply for and utilize CDBG and HOME funds for the provision and maintenance of affordable housing. Preserve or rehabilitate 5 housing units.	HUD	City of La Palma	Ongoing
First Time Buyers Program	Assist first time homebuyers.	Assist at least 6 first-time homebuyers by providing down payment assistance.	Revenue Bond Financing	Orange County Public Finance Department jointly with Los Angeles County	5 years
Mortgage Credit Certificate	Assist first time homebuyers.	Assist at least 5 first-time homebuyers by providing tax credits.	MRB Allocation	Orange County Executive Office	5 years
Reverse Mortgage Program	Promote retention of owner-occupied units.	Publicize the availability of the reverse mortgage program and refer eligible homeowners to the County Housing Authority.	None necessary.	Orange County Housing Authority	5 years
Section 202 Elderly or Handicapped Housing	Provide housing and related facilities for the elderly and handicapped.	Support all viable nonprofit entities seeking Section 202 funding.	None necessary.	HUD	Ongoing
Redevelopment Set-Aside Fund	Provide a source of funding for housing programs.	Update expenditure plan for redevelopment set-aside monies when it expires in 2000. Prioritize programs that focus on rent subsidies, "right of first refusal," and repairs for existing affordable housing projects in the City, after Walker Senior Citizens complex is completed.	None necessary.	City of La Palma	2 years
Preserve Moderate Income Townhomes	Preserve at-risk housing.	Utilize "right-of-first refusal" option to purchase moderate-income housing units and extend their term of affordability. Preserve 46 units of moderate income housing.	Redevelopment Set-Aside Fund	City of La Palma	5 Years



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TABLE IV-1
CITY OF LA PALMA HOUSING ACTION PLAN SUMMARY

Housing Program	Program Intent	Plan Objective	Funding Source	Responsible Agency	Time Frame
PROVIDE A DIVERSITY OF HOUSING OPPORTUNITIES FOR RESIDENTS					
Preserve Moderate Income Single Family Homes	Preserve at-risk housing.	Work with owners and interested non-profit agencies to prevent 16 units of moderate income housing from reverting to market rate.	Redevelopment Set Aside Fund	City of La Palma	5 Years
MAINTAIN HIGH QUALITY RESIDENTIAL DEVELOPMENT STANDARDS					
Code Enforcement	Maintain the quality of the housing stock.	Maintain the City's single and multi family housing code enforcement program.	City of La Palma	City of La Palma	Ongoing
Spotlight on La Palma	Maintain the quality of the housing stock.	Continue the Spotlight on La Palma program rewarding high standards of property maintenance.	None necessary.	City of La Palma	Ongoing
ADDRESS AND REMOVE HOUSING CONSTRAINTS					
Emergency and Transitional Housing Sites	Provide adequate sites for emergency and transitional shelters.	Update the Development Code to permit emergency housing in the public and institutional zone, and transitional housing in the multifamily residential zone, subject to a Conditional Use Permit.	None necessary.	City of La Palma	1 Year
Density Bonus Ordinance	Encourage development of housing through provision of a density bonus.	Enact a Density Bonus Ordinance and update the Development Code to reflect its provisions.	None necessary.	City of La Palma	1 Year
Second Unit Ordinance	Comply with State Government Code.	Enact a Second Unit Ordinance incorporating findings demonstrating that second units are infeasible in the City and update the Development Code to reflect its provisions.	None necessary.	City of La Palma	1 Year
Streamline Residential Project Approval Process	Remove a constraint to the expansion of the single family housing in the City.	Update the City's Development Code to streamline the City's residential project approval process.	None necessary.	City of La Palma	1 Year
Revise Residential Land Use Designations and Controls	Implement the General Plan Update.	Update the City's Development Code to reflect the City's new land use designations and controls.	None necessary.	City of La Palma	1 Year
ASSURE EQUAL HOUSING OPPORTUNITY					
Equal Housing Opportunity	Comply with the National Fair Housing Law.	Support and publicize the activities of the Fair Housing Council.	None necessary.	Orange County Housing Authority	Ongoing

As discussed earlier in the Chapter, the City has assisted in the development or rehabilitation of 408 housing units in the period between 1990 and 1998. This activity exceeded SCAG's estimates for La Palma's fair share of Very Low, Low and Moderate Income housing development in the Regional Housing Needs Analysis. 31 of the remaining 33 High Income units identified by SCAG, will be provided at the Walker Street Senior Citizens Apartments to be developed in the year 2000. The other two units could potentially be provided through development or redevelopment activities beyond the planning period of this housing element.



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CHAPTER V

GROWTH MANAGEMENT

A. OVERVIEW OF GROWTH MANAGEMENT

The Growth Management Element is mandated by the provisions of Measure M, an initiative passed by Orange County voters in 1990. Subsequently, the Orange County Division, League of California Cities, developed a “Countywide Traffic Improvement and Growth Management Plan Component” to guide cities in complying with Measure M.

This compliance is important to the City of La Palma because a portion of the sales tax approved as part of Measure M is returned to cities that comply with its provisions for local and regional transportation system improvements.

The purpose and intent of this Element is to mandate that growth and development will be based upon the City’s ability to provide an adequate circulation system pursuant to the League’s direction. By establishing this policy and implementing the required actions, the City complies with provisions of the Initiative and qualifies to receive funds according to the procedures for distributing them.

This Chapter follows the structure of the City’s General Plan. Appendix D, Expanded Growth Management Element, is more detailed and follows the format specified by League of Cities’ requirements.



B. INTRODUCTION

This Growth Management Element (GME); establishes traffic levels of service, 2) commits the City to implement a development mitigation program and 3) commits the City to implement a development phasing and monitoring program. A major goal of the GME is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. This goal, as with all others in the General Plan, must contribute to the internal consistency of the Plan, even though it is derived from local and not statewide guidance. In effect, it becomes an adjunct to the Circulation component of the General Plan.

The GME is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this Element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements.

The GME is highly implementation oriented, and future amendments may be required to reflect outcomes from the implementation process. Privately initiated discretionary development projects considered after adoption of the Element will be specifically reviewed for consistency with the GME. Moreover, the GME anticipates that improvements to the Route 91 Freeway, using State and Federal funding programs, will augment local arterial highway improvements.

C. GOALS AND POLICIES

The goals and policies of this Element provide special guidance to transportation system improvements and phasing of development to insure a fit between development levels and the capacity of the transportation system.

GOAL 1: Reduce traffic congestion and ensure that adequate transportation and public facilities are provided for existing and future residents of the City.

Discussion: *Although other jurisdictions generate most of the traffic that uses our arterial highways, we seek to keep traffic congestion within acceptable limits. Our standard is to maintain at least a Level of Service "D" on our arterial system.*

Policy 1.1 Level of Service (LOS) "D" shall be maintained at the arterial highway intersections under sole control of the City.

Discussion: *As developments are reviewed, we need to be sure that their impacts on our arterial highways are understood and addressed by appropriate highway improvements. We will seek to achieve the desired LOS by imposing mitigation fees, if appropriate, or improving impacted intersections using a variety of funding sources. We determine LOS according to methods established by the Orange County Transportation Authority.*

Policy 1.2 All new development shall pay its share of the costs associated with that development.

Discussion: *We participate in the Inter-Jurisdictional Planning Forum established to implement Measure M. One of the things we do is to negotiate minimum impact fees for development within our area. Part of our obligation is to avoid using Measure M money instead of private developer funding. Another action that helps to implement growth management is adoption of a Deficient Intersection List so that special use of developer fees can be authorized if a deficient intersection simply cannot be improved.*

Policy 1.3 The City shall establish and maintain a seven-year capital improvement program to sustain LOS "D" on the City's arterial highway system.

Discussion: *Although future improvements are expected to be relatively few because of the built-out condition of our City, we do need to comply with this requirement specifically included in Measure "M".*

Policy 1.4 The City shall promote traffic reduction strategies through TDM measures.

Discussion: *One way we can reduce traffic congestion is to cut down on the number of trips our citizens make. This is done through what are referred to as Transportation Demand Management (TDM) programs. Our City has adopted an ordinance containing these provisions.*



GOAL 2: Phase development in a manner consistent with the applicable Comprehensive Phasing Program.

Discussion: *There is very little development potential left in our City. Nevertheless, we will implement a phasing program for that development which does occur, based on guidelines from the League of Cities, Orange County Division. It is very important for us to continue to qualify for Measure M funding to help make the necessary improvements to our arterial highway system.*

Policy 2.1 New development shall comply with a development phasing program according to standards specified the League of Cities, Orange County Division.

Discussion: *Wherever new development in our City can be found to have a significant impact on our arterial highways, we will require the developer to include a development-phasing program. We do this so that improvements to the arterial highways, generated as a result of that project, can be completed before the project is occupied.*

Policy 2.2 The City shall participate in Inter-jurisdictional Planning Forums within the appropriate Growth Management Area (GMA).

Discussion: *Because of the small size of our City and the impact that developments in nearby cities have on our arterial highways, it is important for us to be part of any negotiations that take place regarding standards we may be obliged to use. This is a means for us to keep up to date on how the growth management program is working in our part of the County.*



APPENDIX A

IMPLEMENTATION PLAN

With the adoption of the new General Plan, certain implementation actions are required to carry out the policies it establishes. This Appendix spells out the initial actions stated or implied in the Plan. An annual review of this appendix will be done with the annual budget cycle so that the City's fiscal resources can be focused on evolving priorities for responding to General Plan direction.

In point of fact, some actions were already underway, even as the Plan was being formulated. This reflects the philosophy that General Plan policy can and should respond to commitments already made, because those commitments represent valid community values and should therefore influence timely revisions to the General Plan. There will and should be a constant interaction between the General Plan and its implementation actions, resulting in mutual refinements as circumstances and conditions change.

As discussed further in Appendix B.2, General Plan Consistency Requirement, a number of City decisions and actions are required to be consistent with the General Plan. This requirement applies to both public decisions (e.g., capital improvements such as major street improvements) and private development projects subject to City discretionary review (e.g., rezoning or subdivision approval). The actions contained in this initial Implementation Plan seek to put the City in a position to achieve legally mandated consistency wherever required, as well as to generally assist in achieving the City's vision embodied in the General Plan.

It is also important to note that some actions are not new: they may be continuations of existing programs or projects that exemplify the multi-year nature of implementing the General Plan. It can't all be done at once. Continuing actions also exemplify the interaction



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world in which feedback from actions serves to improve the plans they seek to carry out.

Implementation Actions are listed by Chapter in the General Plan. Where certain Chapters are contained in expanded form in appendices, such as Housing (Chapter IV) and Growth Management (Chapter V), those appendices are the major source of action items. Each action is given a numeric designation for ease of reference (e.g., 99-1 for the first action listed for 1999). Numeric designations have no significance regarding priorities.

A CHAPTER I. LA PALMA: A SPECIAL PLACE

1. 99-1 CONTINUE THE CITY MONUMENTATION AND STREETScape PROJECT

The City has developed an entrance monumentation design to highlight major entrances to the La Palma. It carries out a design theme aimed at reinforcing the identity of the community and is repeated in other forms on City reports, documents, and signage. Coupled with this is the improvement of certain streetscapes, such as along La Palma Avenue, to enhance the appearance of the important network of arterial highways serving La Palma. This two-pronged approach to physical improvement is a tangible commitment to communicating the quality features of the City.

2. 99-2 CONTINUE YOUTH PROGRAMS

An important aspect of community is the extent to which it invests time and resources in its youth. In La Palma this extends beyond the normal educational realm to involve youth in community service and character building, through a variety of activities and events. The program has received wide recognition for the nature and level of its commitment to the youth of the community. This action involves continued City support and nurturing of the program.

3. 99-3 CONTINUE THE CITY CELEBRATIONS

La Palma residents have come to cherish the celebrations that help to knit it together as a community. These are extremely valuable aspects of achieving a community vision. Examples include the Fourth of July Parade, Summer Concert Series, and the La Palma Days event in the Fall. These popular activities are vital links in the

implementation of the City's vision and need to be sustained each year.

B. CHAPTER II. THE CITY STRUCTURE

1. 99-4 UPDATE THE CITY ZONING ORDINANCE

The General Plan Land Use Map is intended to serve two purposes: expressing City development policy and communicating the pattern of zoning regulations. The Plan reflects some changes in land use designations from previous versions. Moreover, the Zoning Ordinance has suffered from gradual refinement to solve specific problems or situations, but has never had a comprehensive review. In addition, new legislation, case law, and the experience of living with the current development regulations all suggest ways in which the Ordinance can be improved. Finally, the primary focus of development regulation now is properly on how to enhance and improve what is already on the ground, since virtually the entire City is built out. Only a few small parcels remain to be developed. Therefore, it is important to quickly follow up adoption of the new General Plan with a comprehensive zoning ordinance overhaul.

2. 99-5 UPDATE CAPITAL IMPROVEMENT PROGRAM

The City annually reviews its Capital Improvement Program to ensure that public improvements are achieved in the most cost effective manner. This is one of the major ways in which General Plan policy is carried out: the expenditure of public funds for physical improvement of City facilities. Subsequent versions of the Capital Improvement Program will need to conform to the new General Plan.

3. 99-6 EXPAND THE CODE ENFORCEMENT PROGRAM

La Palma's Code Enforcement Program is the major way in which erosion of the quality of private development can be prevented. It is not a large problem in the City now, but could become more so as residences and business buildings age. The time to intervene in the pattern that has decimated many other cities is now, when prevention and small-scale intervention are manageable activities. This is consistent with the new General Plan policy direction of a middle ground between a "laissez-faire" approach, in which little is done and an aggressive approach, in which intrusive procedures are widely used.



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4. 99-7 IMPROVE IMPACTED INTERSECTIONS

Two intersections in the City's arterial highway system have been identified as potentially deficient over time. This deficiency is not primarily a result of development in the City, but because of overall traffic growth in the region and in surrounding cities. These two intersections, Orangethorpe and Walker and Orangethorpe and Moody/Carmenita are expected to drop below the desired minimum Level of Service "D" at some point in the future. Monitoring conditions at these two intersections and insuring timely inclusion of their improvement in the Capital Improvement Program will be a critical aspect of maintaining overall traffic conditions at acceptable levels within the City.

5. 99-8 CONTINUE PARK IMPROVEMENT PRIORITY IMPLEMENTATION

The City's parks and recreation facilities are critical features of the City structure. There is not sufficient land to meet contemporary open space and recreation standards for the anticipated population levels. Thus, careful stewardship of the land that is available is critical. This action involves reviewing current priorities for park improvements and insuring that the commitment to maintenance and facility development is sustained. This includes the acquisition of additional lease rights in the remaining section of the Edison International easement in the City.

6. 99-9 SEEK COOPERATIVE USE OF SCHOOL GROUNDS

A community asset that can contribute to valuable City improvement is the ability for dual use of school play areas. Playgrounds and athletic fields for school purposes during the daytime and community recreation use in the evenings and on weekends. Fiscal constraints affecting both schools and cities can be a motivating force to share maintenance and use of these existing lands. The City has multiple school districts with which they need to coordinate such efforts. The initial action would involve establishing an action strategy and priority list for expanding recreation opportunities through joint use

C. CHAPTER III. COMMUNITY SAFETY

1. 99-10 PREPARE COMMUNITY SAFETY ACTION PLAN

Because of the maturity of this community, the public safety oriented programs are well established and on track. Improvements that need attention are likely to be relatively small, yet valuable, enhancements over time. No large forthcoming emergency is identifiable. Because of funding constraints, desirable enhancements of community safety related services and facilities will have to be incremental over a multi-year period. Given the solid level of service now provided, this would be a good time to devise a multi-year, comprehensive action plan aimed at sustaining the level of service as facilities and equipment age and demands on the programs change. The action would entail a task-force involving police, fire, and community services representatives devising an action plan and obtaining its adoption as a basis for subsequent annual budget cycles.

2. 99-11 PREPARE AND ADOPT NOISE ORDINANCE

La Palma is a relatively quiet community because of the arrangement of land uses, location of the freeway, and design of residential developments adjacent to arterial highways. The area of noise control that needs local attention is the random noise generated by residents and businesses. This type of noise is generally temporary or periodic in nature, yet can be quite irritating. To address this concern the City needs to adopt a noise ordinance that makes possible the restraint of nuisance noise situations.

D. CHAPTER IV. HOUSING

1. 99-12 PURSUE HOUSING RELATED INITIATIVES

Chapter IV of the General Plan provides policy guidance regarding the provision of housing in the City. Appendix C contains an expanded Element in compliance with the full scope required by the Government Code. They both list an array of program initiatives aimed at stimulating housing in general, and affordable housing specifically. This implementation action entails proceeding with the entire list of housing programs which includes:

- ♦ Walker Street Senior Citizens Apartments;



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- ◆ Section 8 Rental Assistance;
- ◆ Grant Funding for Preservation and Rehabilitation of Affordable Housing;
- ◆ First Time Homebuyers Program;
- ◆ Mortgage Credit Certification Program;
- ◆ Reverse Mortgage Program;
- ◆ Section 202 Elderly or Handicapped Housing;
- ◆ Redevelopment Set-Aside Fund
- ◆ Preserve Moderate Income Townhomes;
- ◆ Preserve Moderate Income Single Family Housing;
- ◆ Code Enforcement;
- ◆ Spotlight on La Palma;
- ◆ Emergency and Transitional Housing Sites;
- ◆ Density Bonus Ordinance (1);
- ◆ Second Unit Ordinance (1);
- ◆ Streamline Residential Project Approval Process (1);
- ◆ Revise Residential Land Use Designations and Controls (1); and
- ◆ Equal Housing Opportunity.

These actions will be integrated with the Zoning Code update.

E. CHAPTER V. GROWTH MANAGEMENT ELEMENT

Chapter V. of the General Plan provides policy guidance regarding the City's compliance with Measure M, a countywide initiative that imposes certain requirements as a condition for receiving sales tax generated funds for transportation improvements. Appendix D contains an expanded Element in compliance with the full scope required by the Orange County Transportation Authority, the agency

responsible for administering the initiative's provisions. Appendix D lists the actions required by the City and includes:

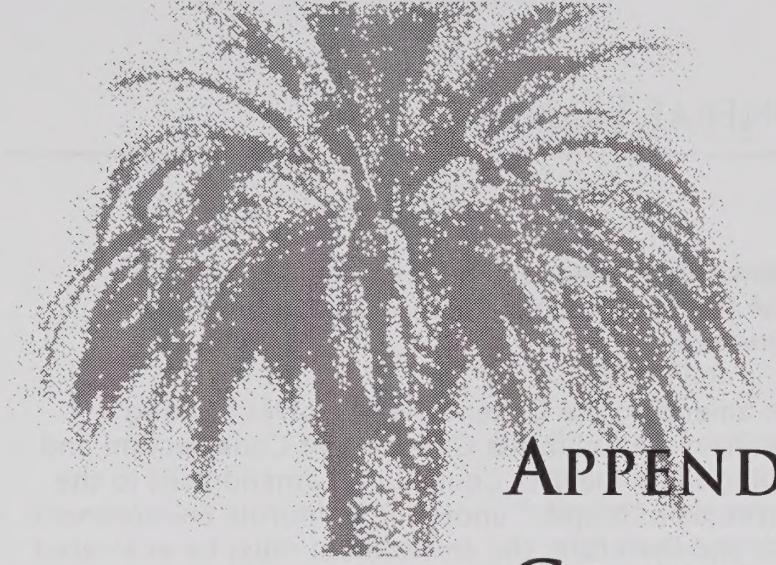
- ◆ Development Mitigation Program;
- ◆ Development Phasing Program;
- ◆ Development Monitoring Program;
- ◆ Deficient Intersection List;
- ◆ Traffic Improvement/Public Facilities Development Agreements;
- ◆ Growth Management Area Interjurisdictional Planning Forums;
- ◆ Seven-Year Capital Improvement Program; and
- ◆ Transportation Demand Management Ordinance.

To the extent that these have been accomplished by the City, no further action is required.



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APPENDIX B

COMPLIANCE WITH THE GOVERNMENT CODE

A. GENERAL PLAN AMENDMENT PROCEDURE

In general, local governments may not amend any of the mandatory elements of the General Plan (e.g. Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety) more than four times per year. However, this limitation does not apply to the following, which may be applicable to La Palma:

- ◆ Optional elements;
- ◆ Amendments requested and necessary for affordable housing; and
- ◆ Amendments necessary to comply with a court decision affecting the legal adequacy of the General Plan.

The Governor's Office of Planning and Research recommends the following criteria to be used by decisionmakers, prior to approval of a General Plan Amendment:

- ◆ Is the amendment in the public interest (i.e., is it consistent with community goals and interests)?
- ◆ Is the amendment consistent with all other parts of the General Plan?
- ◆ Does the amendment create a "ripple effect" on other parts of the Plan and are those effects being considered and proposed as part of the amendment?



- ◆ Will the amendment necessitate changes to zoning or other ordinances and are those changes being considered within a reasonable time frame?

The procedure for amending the General Plan involves hearing procedures pursuant to the California Government Code Section and adoption of a resolution by the City Council. An amendment to the General Plan constitutes a “project” under the California Environment Quality Act (CEQA) and therefore, the amendment must be evaluated for environmental impacts.

B. GENERAL PLAN CONSISTENCY

In order to link the long-range comprehensive planning of the La Palma General Plan to the day-to-day actions of the City, the state requires consistency of certain local actions with the General Plan. The state considers an action, program, or project to be consistent with the General Plan if it furthers the goals and policies of the plan. Some state statutes do not “mandate” consistency with the General Plan, but still require findings or a report on how proposed actions conform to the General Plan.

The following is a list of the provisions in state law requiring local actions and documents to be consistent with the General Plan.

- ◆ **Zoning** – Government Code Section 65860, requires that the zoning ordinances of general law cities be consistent with the General Plan. The City of La Palma is a General Law City.
- ◆ **Subdivisions** – Government Code Sections 66473.5 and 66474 require that subdivision and parcel map approvals in all jurisdictions be consistent with the General Plan.
- ◆ **Reservations of Land with Subdivisions** – Government Code Section 66479 requires that reservations of land for parks, recreational facilities, fire stations, libraries and other public uses within a subdivision conform to the General Plan.
- ◆ **Open Space** – Government Code Section 65566 requires acquisition, disposal, restriction, or regulation of open space land by a city or county, be consistent with the Open Space Element of the General Plan. Government Code Section 65567 prohibits the issuance of building permits, approval of subdivision maps and adoption of open space zoning ordinances that are inconsistent with the Open Space Element of the General Plan.

COMPLIANCE WITH THE GOVERNMENT CODE

- ❖ Government code section 65910 requires that every city and county adopt open space provisions in their zoning ordinances consistent with the Open Space Element of the General Plan.
- ❖ Government Code Section 51084 requires cities and counties accepting or approving an open space easement to make a finding that preservation of the open space land is consistent with the General Plan.
- ◆ **Capital Improvements** – Government Code Sections 65401 and 65402 require a review and report on the consistency of proposed city, county and special district capital projects, including land acquisition and disposal, with the General Plan.
- ◆ **Development Agreements** – Government Code Section 65867.5 requires that development agreements between developers and local governments be consistent with the General Plan.
- ◆ **Special Housing Programs** – Health and Safety Code Section 50689.5 requires that housing and housing programs developed under Health and Safety Code Sections 50680 et seq. for the developmentally disabled, mentally disordered and physically disabled be consistent with the Housing Element of the General Plan.
- ◆ **Project Review Under CEQA** – Title 14, California Administrative Code Section 15080 requires examination of projects subject to the provisions of the California Environmental Quality Act for consistency with the General Plan.
- ◆ **Transmission Lines** – Public Utilities Code Section 12808.5 requires cities and counties approving electrical transmissions and distribution lines of municipal utility districts to make a finding concerning the consistency of the lines with the General Plan.
- ◆ **Hazardous Waste Management** – Chapter 1504 of the Statutes of 1986 (Tanner Bill) requires each county to prepare a countywide hazardous waste management plan. Each county plan is then to be incorporated into the General Plans of all cities within the county's jurisdiction.



C. ELEMENT AUTHORIZATION AND SCOPE

The State of California Government Code requires every city and county to adopt a Land Use Element, Circulation Element, Housing Element, Conservation Element, Open Space Element, Noise Element, and Safety Element as part of its General Plan. The following Government Code sections describe the scope of each element. For additional information on pertinent code sections and relevant court cases, please refer to the 1998 Edition of the General Plan Guidelines (or most current version), published by the Governor's Office of Planning and Research.

1. LAND USE ELEMENT

Government Code Section 650302(a): "[The general plan shall include] a land use element, which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities and other categories of public and private uses of land. The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan."

2. CIRCULATION ELEMENT

Government Code Section 65302(b): "[The general plan shall include] a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals and other local public utilities and facilities, all correlated with the land use element of the plan."

3. HOUSING ELEMENT

Government Code Section 65583: "The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources and scheduled programs for the preservation improvement and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing and mobilehomes and shall make adequate provision for the existing and projected needs of all economic segments of the community."

4. CONSERVATION ELEMENT

Government Code Section 65302(b): "[The general plan shall include] a conservation element for the conservation, development and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources."

5. OPEN SPACE ELEMENT

Government Code Section 65560(a)(b): "Local open space plan is the open space element of a county or city general plan adopted by the board or council...Open space land is any parcel or area of land or water which is essentially unimproved and devoted to an open space use as defined in this section...as any of the following:"

- a. "Open space for the preservation of natural resources including, but not limited to "areas required for the preservation of plant and animal life, including habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; and coastal beaches, lake shores, banks of rivers and streams and watershed lands."
- b. "Open space used for the managed production of resources including, but not limited to forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams which are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply."
- c. "Open space for outdoor recreation, including but not limited to areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lake shores, beaches, and rivers and streams; and areas which serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors."
- d. "Open space for public health and safety, including but not limited to areas which require special management or regulation because of hazardous or special conditions such as earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs and areas required for the protection and enhancement of air quality."



6. NOISE ELEMENT

Government Code Section 65302(f): “[The general plan shall include] a noise element, which shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall analyze and quantify, to the extent practical, as determined by the legislative body, current and projected noise levels.”

7. SAFETY ELEMENT

Government Code Section 65302(g): “[The general plan shall include a] safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction and other seismic hazards.”



APPENDIX C

EXPANDED HOUSING ELEMENT

A STATE POLICY AND AUTHORIZATION

This Appendix focuses on the data and analysis from which housing policy commitments are derived. Chapter IV of the General Plan contains the goals, objectives, policies and programs based on this Appendix. Combined, they cover the scope required by the Government Code for Housing Elements in local General Plans.

The Housing Element is one of the seven General Plan elements mandated by the State of California, as articulated in Sections 65580 to 65589.8 of the Government Code. State Law requires that the Element consists of “an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement and development of housing.” The residential nature of the City is, to a large extent, determined by the variety and location of its housing and particularly, the maintenance of that housing.

The Housing Element is an official municipal response to the need to provide housing for all economic segments of the population within La Palma. It establishes policies that will guide City decision making and sets forth an action program to implement housing goals.

1. HOUSING ELEMENT ORGANIZATION

The La Palma Housing Element is comprised of the following major elements:



- ◆ A Housing Needs Assessment (Section B) which includes population trends and characteristics, employment trends, household characteristics, housing stock characteristics, and the housing needs summary.
- ◆ A Summary of Housing Constraints and Opportunities (Section C) which includes market constraints, governmental constraints, and availability of sites for housing.
- ◆ A Housing Plan (Chapter IV of the General Plan) which includes the goals and policies which to the implementation of the element and our housing programs. The plan also includes quantified objectives, a five-year action plan, use of the redevelopment set-aside funds, review of the housing element performance to date, and the housing inventory and market conditions findings.

The State-mandated Housing Element Components are identified in *Table C-1, Required Housing Element*, together with a reference to the sections of this document in which they are addressed.

2. GENERAL PLAN CONSISTENCY

The Housing Element of the General Plan is only one facet of a City's planning program. The California Government Code requires that General Plans contain an integrated, consistent set of goals and policies. The Housing Element is therefore affected by development policies contained in the Land Use Element that establishes the location, type, intensity and distribution of land uses throughout the City. The Circulation Element establishes policies for providing essential streets and roadways to all housing that is developed. The policies in other elements of the General Plan affect the quality of life that citizens expect. As portions of the General Plan are amended in the future, all elements of the General Plan, including the Housing Element, will be reviewed to ensure internal consistency is maintained.

EXPANDED HOUSING ELEMENT

TABLE C-1
REQUIRED HOUSING ELEMENT COMPONENTS

Component	Reference
A. HOUSING NEEDS ASSESSMENT	
Analysis of population trends in La Palma in relation to regional trends.	Section B, Number 1
Analysis of employment trends in La Palma in relation to regional trends.	Section B, Number 1
Projection and quantification of La Palma's existing and projected housing needs for all income groups.	Section B, Number 4
Analysis and documentation of La Palma's housing characteristics including the following:	
a. Level of housing cost compared to ability to pay	Section B, Number 2
b. Overcrowding	Section B, Number 2
c. Housing Stock Condition	Section B, Number 3
d. Assisted Housing Developments	Section B, Number 3
An inventory of land suitable for residential development, including vacant sites, land having redevelopment potential, and an analysis of the relationship of zoning, public facilities and services to these sites.	Section C, Number 3
Analysis of existing and potential governmental constraints upon the maintenance, improvement, or development of housing for all income levels.	Section C, Number 2
Analysis of existing and potential non-governmental and market constraints upon maintenance, improvement, or development of housing for all income levels.	Section C, Number 1
Analysis of special housing need: handicapped, elderly, large families, female-headed households, farmworkers	Section B, Number 2
Analysis concerning the needs of homeless individuals and families in La Palma.	Section B, Number 2
Analysis of opportunities for energy conservation with respect to residential development.	Section C, Number 4
B. GOALS AND POLICIES	
Identification of La Palma's goals, policies and quantified objectives relative to maintenance, improvement and development of housing.	Chapter IV, Housing Element
C. IMPLEMENTATION PROGRAM	
An implementation program should do the following:	
Identify adequate sites, which will be made available through appropriate action with required public services and facilities for a variety of housing types for all income levels.	Section C, Number 3
Outline a program to assist in the development of adequate housing to meet the needs of low and moderate income households.	Chapter IV, Housing Element
Identify and, when appropriate and possible, remove governmental constraints to the maintenance, improvement and development of housing in La Palma.	Chapter IV, Housing Element
Conserve and improve the condition of the existing and affordable housing stock in La Palma.	Chapter IV, Housing Element
Promote housing opportunities for all persons.	Chapter IV, Housing Element
Preserve lower income household assisted housing developments.	Chapter IV, Housing Element



3. PUBLIC PARTICIPATION

The California Government Code requires that local governments make diligent efforts to solicit public participation from all economic segments of the community in the development of the Housing Element. During the preparation of this Housing Element, public input was encouraged. In the preparation of the Housing Element, a number of organizations and agencies that provide housing, or housing related services, were contacted. Responses from these groups helped guide the needs assessment portion of the Housing Element, as well as the housing action plan. The public participation also included:

- ◆ A Community Workshop during the General Plan Update process;
- ◆ Displaying the document at the City during the final review process, and
- ◆ Public Hearings held before the City Council.

B. HOUSING NEEDS ASSESSMENT

Assuring the availability of adequate housing for all social and economic sectors of the City's present and future population is an important goal for La Palma. To achieve this goal, the City must target its monetary assistance and its programs toward those households with the greatest need. This section of the Housing Element discusses the characteristics of the City's present and future population and housing stock, in order to better define the nature and extent of the unmet housing needs in the City.

1. POPULATION TRENDS AND CHARACTERISTICS

a) Population Trends

According to the US Census, the population of the City of La Palma stayed nearly constant between 1980 and 1990, dropping from 15,397 to 15,392. The City's population grew by 2.3% from 1990-1997, much less than the 9.3% growth reported for the County of Orange for the same period. Future projections indicate that this trend will continue. According to CSU Fullerton's Center for Demographic Research (CDR), the population of La Palma is projected to increase to 16,115 by the year 2000, then decline to 15,823 by

EXPANDED HOUSING ELEMENT

2005, and stay nearly constant to the year 2010. Growth in the County of Orange as a whole is expected to be much greater.

TABLE C-2
POPULATION GROWTH TRENDS

<i>Jurisdiction</i>	<i>1980</i>	<i>1990</i>	<i>% Change 1980-90</i>	<i>1997</i>	<i>% Change 1990-95</i>
City of La Palma	15,397	15,392	-.03	15,761	+2.3
County of Orange	1,932,709	2,410,556	+19.8	2,659,316	+9.3

Source: 1990 Census of Population. State Department of Finance, Population Estimates.

b) Population by Age

The age breakdown of a population is an important factor in evaluating housing needs and projecting the direction of future housing development. *Table C-3, Population Trends by Age*, illustrates the age distribution of La Palma residents in 1990, compared to the age distribution of County of Orange residents as reported in the 1990 Census.

Table C-3 indicates that 47% (7,119 persons) of La Palma's population is aged 25-34, roughly 36% (5,638 persons) are 0-24, and 18% (2,148 persons) are over 54, as reported by the 1990 census.

TABLE C-3
POPULATION TRENDS BY AGE

<i>Age</i>	<i># Persons</i>	<i>% of Population City of La Palma</i>	<i>% of Population County of Orange</i>
0-4 yrs.	934	6.0	7.6
5-9 yrs.	1,079	7.1	6.7
10-14 yrs.	1,090	7.2	6.0
15-19 yrs.	1,359	8.8	7.0
20-24 yrs.	1,238	8.0	9.3
25-34 yrs.	2,376	15.4	20.2
35-44 yrs.	2,548	16.5	15.7
45-54 yrs.	2,620	17.0	10.7
55-64 yrs.	1,361	8.9	7.6
65-74 yrs.	556	3.6	5.4
75+ yrs.	231	1.5	3.8
TOTAL	15,392	100.0	100.0

Source: 1990 Census of Population. CSUF Center for Demographic Research.



c) Race and Ethnicity

Table C-4, Race and Ethnicity, below illustrates that the population of the City of La Palma is just over 50% White, 10% below the white population ratio for the County of Orange. The City is becoming increasingly diverse, as the change in population between 1990 and 1995 indicates. The White population was the only category to decrease in La Palma within the five-year period. The percent of Asian residents within the City's population is roughly three times that of the County's Asian population ratio as a whole. The City has the largest concentration of Asian residents in the County. La Palma also has twice the Black population ratio of the County, but its ratio of Hispanic residents is over 12% less than the County's.

TABLE C-4
RACE AND ETHNICITY

Race	1990		1995		% of Pop. Co. of Orange
	No. of Persons	% of Pop. City of La Palma	No. of Persons	% of Pop. City of La Palma	
White	8,175	53.1	7,607	49.0	59.3
Black	574	3.8	554	3.6	1.8
American Indian	30	.2	<i>included in "Other" below</i>		
Asian	4,788	31.1	5,012	32.3	11.5
Hispanic	1,772	11.5	2,247	14.5	26.8
Other	53	.3	94	0.6	0.6
TOTAL	15,392	100.0	15,514	100.0	100.0

Source: 1990 Census of Population. CSUF Center for Demographic Research.

d) Employment

The 1990 Census showed that 8,904 residents of the City of La Palma were employed. The total resident employed population in La Palma was 9,090 in March of 1997, according to the California State Employment Development Department. The unemployment rate in La Palma was reported by the Department as 1.4% in March of 1998, compared to 3.2% for the County of Orange as a whole. *Table C-5, Employment*, shows the number of persons employed in each occupation and the corresponding percentage of the labor force for the City according to the 1990 Census.

CDR estimated the number of jobs in La Palma to total 2,979 in 1994, and grow to 4,516 in 1998. By the year 2000, the number of jobs in

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La Palma is projected by CDR to have reached 5,285. The City of La Palma projects that 5,067 housing units will actually be provided in the City by the year 2000. An additional 31 single family homes could potentially be added in the City after the year 2000. The City would be fully built out with 5,098 residential units.

*TABLE C-5
EMPLOYMENT*

<i>Occupation</i>	<i>No. of Persons</i>	<i>% of Population Employed</i>
Executive, administrative and managerial occupations	1,629	18.2
Professional specialty occupations	1,635	18.3
Technicians and related support occupations	375	4.1
Sales occupations	1,298	14.5
Administrative support occupations, including clerical	1,804	20.2
Private household occupations	17	.2
Protective service occupations	180	2.0
Service occupations, except protective and household	500	5.5
Farming, forestry, and fishing occupations	24	.3
Precision production, craft, and repair occupations	751	8.4
Machine operators, assemblers, and inspectors	215	2.4
Transportation and material moving occupations	240	2.7
Handlers, equipment cleaners, helpers and laborers	238	2.7
TOTAL	8,906	100.0

Source: 1990 Census of Population.

2. HOUSEHOLD CHARACTERISTICS

a) Household Composition and Size

The US Census defines a household as all persons who occupy a housing unit, regardless of whether these persons are related by birth, marriage, or adoption. People living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. The characteristics of the households in a city are important indicators of the type of housing needed in that community.

As in most cities, families (defined by the Census as people who live together in a household that are related to the householder by birth, marriage, or adoption) represented the majority (86%) of the City of La Palma's 4879 households in 1990. Over 82% of La Palma's residents live in small (one to four-person) households. Among the 675 non-family households, 455 were single-person households, including 109 persons 65 or over living alone.



CITY OF LA PALMA GENERAL PLAN

TABLE C-6
CITY OF LA PALMA
1990 HOUSEHOLD SIZE

Household Size	Number of Households	Percentage Distribution
1	455	9.3%
2	1,372	28.1%
3	1,049	21.5%
4	1,157	23.7%
5	580	11.9%
6	154	3.2%
7	112	2.3%
TOTAL	4,879	100.0%

Source: 1990 Census of Population

b) Overcrowding

The federal government defines an overcrowded household as one with more than one person per room, excluding bathrooms, kitchens, hallways, and porches. Overcrowding in households results from either a lack of affordable housing (which forces more than one household to live together) and/or a lack of available housing units of adequate size.

According to the 1990 Census, 399 occupied housing units were overcrowded in La Palma, representing just over 7% of the occupied housing units in the City. Rental units were more overcrowded than owner-occupied units, with rental units comprising 4.5% of the overcrowded units, and owner-occupied units representing 3.6%. These figures compare favorably with a roughly 10% overcrowding rate for Orange County.

TABLE C-7
CITY OF LA PALMA
OVERCROWDED OCCUPIED HOUSING UNITS
1990 BY TENURE

Persons Per Room	Owner Occupied	Renter Occupied	Total Overcrowded Occupied Housing Units	% of Total Occupied Housing Units
1.01 to 1.50	139	115	254	5.00%
1.51 to 2.00	36	82	118	2.00%
2.01 > more	3	24	27	.05%
TOTAL	178	221	399	7.05%

Source: 1990 Census of Population

c) Income Distribution

Income is a major factor in evaluating the affordability of housing in a community. According to the 1990 Census, the median household income in La Palma was \$54,364.00, slightly above the County of Orange median of \$53,000.00 in 1990.

*TABLE C-8
CITY OF LA PALMA
1990 HOUSEHOLD INCOME*

<i>Household Income</i>	<i>Number of Households</i>	<i>% of Total</i>
<0-14,999	347	7.1
\$15,000-29,999	638	13.0
\$30,000-44,999	821	16.9
\$45,000-59,999	924	19.0
\$60,000-99,999	1,532	31.3
\$100,000-149,999	515	10.5
\$150,000 or more	102	2.2
TOTAL	4,879	100.0

Source: 1990 Census of Population

d) Housing Affordability and Overpayment

California Health and Safety Code Sections 50079.5 and 50105 provide that affordability limits are those which are established by the U.S. Department of Housing and Urban Development (HUD). The income limits set by HUD are revised annually and are based on median family income for a particular county and a corresponding family size. State and Federal guidelines dictate the following income categories:

- ◆ Very Low Income: less than 50% of the Area Median Family Income
- ◆ Low Income is deemed to be between 50 and 80 percent of the Area Median Family Income; and
- ◆ Moderate Income is set at levels between 80 and 120 percent of Area Median Family Income.

In the County of Orange, the Area Median Family Income (for a family of four) is \$65,800 dollars for 1998. *Table C-9, HUD Income Limits*, illustrates the range of affordable housing limits for the City of La Palma.



CITY OF LA PALMA GENERAL PLAN

TABLE C-9
HUD INCOME LIMITS

Income Standard	Number of Persons in Family							
	1	2	3	4	5	6	7	8
Very Low Income	\$23,050	\$26,300	\$29,600	\$32,900	\$35,550	\$38,150	\$40,800	\$43,450
Lower Income	\$31,700	\$36,250	\$40,750	\$45,300	\$48,900	\$52,500	\$56,150	\$59,800
Median Income	\$46,050	\$52,650	\$59,200	\$65,800	\$71,050	\$76,350	\$81,600	\$86,850
Moderate Income	\$55,250	\$63,150	\$71,050	\$78,950	\$82,250	\$91,600	\$97,900	\$104,200

Source: HUD Income Limits, January 1998

In the County of Orange, the Area Median Family Income (AMFI) for a family of four is \$65,800 dollars for 1998. *Table C-9*, illustrates the range of affordable housing limits for the City of La Palma.

The 1998 AMFI for the Orange County Metropolitan Statistical Area was used to determine the City's income distribution from the 1990 census data based on the income definitions in *Table B-8* and *B-9*. As shown in *Table C-10*, *HUD Income Groups Distribution in La Palma*, 38% of the City's households earned very low and low incomes in 1989, based on 1998 AMFI, 33% earned median and moderate incomes, and 29% earned upper incomes.

TABLE C-10
HUD INCOME GROUPS DISTRIBUTION IN LA PALMA

HUD Income Groups (Using 1998 AMFI for Orange County of \$65,800 and 1990 Census Income Categories)	No. of Households in La Palma	% of Total
Very Low Income (<\$32,900)	1,141	24
Low Income (\$32,900-45,300)	665	14
Median Income (\$45,300-65,800)	1,138	23
Moderate Income (\$65,800-78,950)	506	10
Upper Income (\$78,950+)	1,429	29
TOTAL	4,879	100.0

Source: 1990 Census of Population; HUD Income Limits, January 1998.

A large percentage of the very low income households of La Palma are likely to be comprised of retired persons whose homes are no longer mortgaged.

State and Federal standards specify that a household overpays for its housing if it spends more than 30 percent of its gross income per month on housing. Thus, based on 1998 data, a very low-income

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household of four should not be paying more than \$823 per month in contract rent, a low-income family should not be paying more than \$1133, and a moderate income family should not be paying more than \$1974 per month.

A household that is spending more than it can afford for housing has less money available for other necessities and emergency expenditures. Lower income renter households overpaying for housing are more likely to be at risk of becoming homeless than owner-households. Because renter-households tend to be lower income than homeowners, overpayment affects renter-households more seriously. In addition, overpayment by owners is considered less serious than overpayment by renters because they have more option than renters, and are therefore less likely to become homeless. That is, owners are building equity, and have the option of selling the home and possibly obtaining less expensive housing, refinancing or using the equity in the home to obtain a loan.

According to the 1990 Census, there were 4,815 occupied housing units in La Palma. 3,572 (74%) were owner occupied; 1,243 (26%) were renter-occupied. As shown in *Table C-11, Overpayment for Housing in La Palma*, 1,031 (21%) of households in owner-occupied units were overpaying for housing in 1990, and 529 (11%) of households in renter-occupied units were overpaying for housing. According to SCAG, roughly 37% of households in Orange County as a whole are overpaying for housing.

TABLE C-11
OVERPAYMENT FOR HOUSING IN LA PALMA

Householder Age	% of Household Income (Renter-Occupied Housing Units)		% of Household Income (Owner-Occupied Housing Units)		Total Over- paying Housing Units	% of Total Housing Units
	30-34%	35+%	30-34%	35+%		
15-64	111	390	267	697	1,465	30%
65+	0	28	17	50	95	2%
TOTAL	111	418	284	747	1,560	32%

Source: 1990 Census of Population

e) Special Needs Groups

Certain segments of the population may have a more difficult time finding decent, affordable housing due to their special circumstances or needs. These "special needs" households include elderly persons, disabled persons, large households, female-headed households, farmworkers, and the homeless. *Table C-12, Special Needs Groups*, summarizes the special needs groups within the City.



TABLE C-12
SPECIAL NEEDS GROUPS

<i>Special Needs Groups</i>	<i># of Household/ Persons</i>	<i>% of Total Households/ Persons</i>
Households with Members Age 65+	378	8.00%
Elder-Headed Households	378	8.00%
Elder Living Alone	109	.71%
Disabled Persons	1319	8.50%
Handicapped Households	485	10.00%
Large Households/Occupied Housing Units with Large Families in Residence	846/814	17%/17%
Female-Headed Households with Children	229	5%
Farmworkers (persons)	24	.16%

Source: 1990 Census of Population

(1) Elderly

The special needs of many households containing older adults over the age of 65 result from their lower, fixed incomes, physical and development disabilities, or dependence needs.

The City of La Palma's elderly population more than doubled between 1980 and 1990. The 1990 Census reported that there were 787 persons aged 65 and over living in La Palma. This represents 5.1% of the population, with .004% living below the poverty level. According to the 1990 Census, elders head 378 of La Palma's households (7.7%), 29% of these are single-person households. Elderly persons who live alone may have special housing needs due to a need for assistance with finances and daily living activities. Further, many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing and living costs. This problem will grow in magnitude if the percentage of elderly city residents continues to rise. Finally, as one might expect, most seniors are not in the labor force and earning an income, and may need help in meeting ongoing housing costs, especially utility and related costs, and often are forced to defer necessary repairs.

Two Section 8 rental assistance certificates are currently in use at the Camden Place Senior Apartment complex in the City. Rental assistance to reduce housing costs is of value to current, as well as future senior, renter households, however presently in La Palma a greater number of owner-occupied housing units headed by senior householders are overpaying for housing than are renter-occupied units headed by seniors. Additional renter assistance resources would benefit the senior households that are overpaying, and other elderly persons who may desire to shift tenure due to the death of a spouse.

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(2) Disabled

Physical and developmental disabilities can hinder access to housing units of traditional design, and potentially limit the ability to earn adequate income. The 1990 Census contains data on persons who have work disabilities, mobility, and/or self-care limitations. According to the 1990 Census, there were 1319 persons over the age of 16 in La Palma classified as either having a Work Disability, Self-Care Limitation, Mobility Limitation, or Self-Care and Mobility Limitation. This represents 8.5% of the population of the City. In 1995, the Dayle McIntosh Center for the Disabled in Orange County reported receiving approximately 2,315 inquiries county-wide for housing information such as wheelchair accessible housing, shared housing, temporary housing and low-income permanent housing. Since 1990, 97 handicapped-accessible (very low, and moderate-income) housing units have been constructed in La Palma. Two group homes for the care of children with severe mental and physical disabilities are located in the City of La Palma.

*TABLE C-13
DISABLED PERSONS*

<i>Category</i>	<i># of Persons</i>
Self-Care Limitation	346
Mobility Limitation	197
Self-Care and Mobility Limitation	101
Work Disability (Employed)	265
Work Disability (Unemployed including Prevented from Working)	410
TOTAL	1,319

Source: 1990 Census of Population

(3) Large Households

Analysis of 1990 Census data shows that 846 households in La Palma are classified as "large" (five, six or seven-person). Further, 106 tenant households are severely overcrowded. Due to the built-out nature of the City of La Palma, and the resultant shortage of vacant land available for development into housing, opportunities for construction of new tenant housing in the City, other than a proposed 60-unit Senior Apartment Complex, are non-existent. Further, the nature of tenant housing construction in the City renders it infeasible to consider expanding or enlarging existing tenant units (to create four-bedroom units) to accommodate large households or alleviate overcrowding.

In order to address this issue the City should continue to work with the County of Orange to seek grant monies and Section 8 support to



meet the needs of residents in large and overcrowded households. In addition, the City's plan, included in this Housing Element, to simplify and streamline its system for processing room additions to existing residences should reduce constraints on that option. However, this will mainly affect single family housing, since expansion of apartment units is precluded by the design of the City's existing apartment developments.

*TABLE C-14
OCCUPIED UNITS BY
HOUSEHOLD SIZE AND TENURE - 1990*

<i>Household Size</i>	<i>Owner Occupied</i>	<i>Renter Occupied</i>	<i>Total Occupied Units</i>	<i>Percentage Distribution</i>
1	275	187	462	9.6%
2	1,007	363	1,370	28.5%
3	751	282	1,033	21.5%
4	893	243	1,136	23.6%
5	458	98	556	11.5%
6	109	32	141	2.9%
7	79	38	117	2.4%
TOTAL	3,572	1,243	4,815	100.0%

Source: 1990 Census of Population

(4) Female-Headed Households

Single-parent households require special consideration and assistance because of their increased need for affordable and accessible day care, health care, and other supportive services. Female headed households with children in particular tend to have lower incomes than other types of households, which limits their housing options and access to supportive services. In 1990, the Census reported 229 female-headed households with children in La Palma. Fifty-six householders in this category were living under the poverty line.

(5) Farmworkers

Farmworkers are traditionally defined as persons whose primary incomes are earned through seasonal agricultural work. Farmworkers have special housing needs because they earn lower incomes than many other workers and move throughout the season from one harvest to the next. There is currently no agricultural activity in La Palma, except for one commercial nursery. According to the 1990 Census, 24 persons were employed in farming, forestry and fishing occupations in the City of La Palma.

(6) Homeless

The Orange County Consolidated Plan of 1995-1996, filed with the U.S. Department of Housing and Urban Development, indicates the following, with respect to the County as a whole:

"Homeless populations range from 2,032 persons (based on a 1990 Census "S-Night" count) to a more current figure of 10,000 persons based on data compiled from the Orange County Homeless Issues Task Force (HITF). Sixty percent of the homeless population are families, with single adults and youth under 17 years comprising the remaining 40 percent."

The HITF also reported that within the homeless sub-populations:

- ◆ 25 percent are severely mentally ill
- ◆ 40 percent are substance abusers
- ◆ 15 percent are both substance abusers and mentally ill
- ◆ 60 percent are victims of domestic violence
- ◆ 5 percent have AIDS or related diseases.

More than 35 shelters and drug and alcohol treatment programs are available to residents of the County. A representative group of both types of service-providers is listed in *Table C-15, Service Providers*, below. Of 1318 homeless persons surveyed by HITF in Orange County, two reported La Palma as their city of last permanent residence. The La Palma Police Department reports identifying a maximum of one transient person in La Palma every six months. There is no resident homeless population in the City.



TABLE C-15
SERVICE PROVIDERS

HOMELESS SHELTER/TRANSITIONAL OR EMERGENCY HOUSING PROVIDERS

- ♦ Anaheim Interfaith Shelter, Anaheim
- ♦ Casa Teresa, Orange
- ♦ Casa Youth Shelter, Los Alamitos
- ♦ Catholic Charities of Orange County Inc., Santa Ana
- ♦ Child or Parental Emergency Services, Inc., Santa Ana
- ♦ Children's Home Society of California, Santa Ana
- ♦ CSP Youth Shelter, Irvine
- ♦ Dayle McIntosh Hearth, Anaheim
- ♦ El Modena, Orange
- ♦ ESA, An Ecumenical Service Alliance, Orange
- ♦ Fish-Harbor Area, Inc., Newport Beach
- ♦ Friendly Center, Inc., Orange
- ♦ Friendship Center, Inc., Laguna Beach
- ♦ Fullerton Interfaith Emergency Service, Fullerton
- ♦ H.I.S. House, Placentia
- ♦ Huntington Youth, Huntington Beach
- ♦ Human Options, Inc., Newport Beach
- ♦ Interval House, Seal Beach
- ♦ Irvine Temporary Housing, Irvine
- ♦ Lutheran Social Services, Orange
- ♦ Mary's Shelter, Santa Ana
- ♦ Orange Coast Interfaith Shelter, Costa Mesa
- ♦ Precious Life Shelter, Los Alamitos
- ♦ The Salvation Army, Tustin
- ♦ Serving People in Need, Newport Beach
- ♦ Women's Transitional Living Center, Orange

DRUG & ALCOHOL COUNSELING/TREATMENT PROGRAMS

- ♦ Center for Creative Alternatives, Huntington Beach
- ♦ Child Guidance Center, Inc., Fullerton
- ♦ Community Counseling Center, San Juan Capistrano
- ♦ First Step House of Orange County, Inc., Costa Mesa
- ♦ Florence Crittenton Services of Orange County, Fullerton
- ♦ Hope House, Anaheim
- ♦ National Council on Alcoholism & Drug Dependence of Orange County, Lake Forest
- ♦ Oasis Treatment Center, Anaheim
- ♦ Sober Living by the Sea, Newport Beach
- ♦ Straight Talk Clinic, Inc., Cypress
- ♦ The Villa Center, Inc., Santa Ana

Source: United Way; County of Orange; City of La Palma

(7) Needs of Sub-Populations

Sub-populations of the homeless include those with mental disabilities and substance abuse problems, persons with AIDS, veterans, the unemployed and very low income families. Each of these sub-populations have different needs including substance abuse recovery, mental treatment, medical treatment and job training and

placement. *Table C-15* above identifies homeless assistance programs in the area.

(8) Persons Threatened with Homelessness

Persons threatened with homelessness are most likely those households with incomes 30% of area median income or below. This group was discussed within the subset of very-low income renter and owner households who were cost burdened by 30 to 50% of their monthly income for rent. These households are a greatest risk for homelessness as any interruption in their modest income could make them homeless within one to three months depending on the circumstances.

3. HOUSING STOCK CHARACTERISTICS

a) Housing Growth

The composition of the City of La Palma's housing stock is identified in *Table C-16, Housing Stock Composition Comparison 1990-1998*, and *Table C-17, Vacancy Rates Comparison 1990-1998*, below. The table shows a comparison of housing type, number of units, and percentage distribution from 1990 to 1998. As shown, 70 units were added to the City's housing stock between 1990 and 1998, though the mix of housing types in the City remained constant. Single family detached homes comprise the majority (72.1%) of the housing stock in La Palma.

The majority of the housing stock in the City was built before 1980: 4,760 units were in place by that year. The largest increases in the housing stock in the City occurred between 1960-1970 and 1970-1980, when the number of units grew first to roughly 2,000, then doubled. The vacancy rate in the City has remained constant between 1990 and 1997 at 2.4%.

TABLE C-16
HOUSING STOCK COMPOSITION COMPARISON 1990-1998

<i>Housing Type</i>	<i>Number of Housing Units</i>		<i>Percentage Distribution</i>	
	<i>1990</i>	<i>1998</i>	<i>1990</i>	<i>1998</i>
Single Family: Detached	3,572	3,611	72.4	72.10
Attached	355	366	7.2	7.50
Multi-Family: 2-4	75	82	1.5	1.90
Multi-Family 5+	920	912	18.6	18.40
Mobile Homes	0	3	0	.06
Other	13	*2	.3	.04
TOTAL	4,935	4,976	100%	100%

* These are identified as Group Quarters by the California State Department of Finance.

Source: 1990 Census of Population; 1998 California Department of Finance Housing Estimates



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TABLE C-17
VACANCY RATES COMPARISON 1990-1998

Status	Number of Units		Percentage Distribution	
	1990	1998	1990	1998
Occupied	4,815	4,883	97.6	97.6
Vacant	120	122	2.4	2.4

Source: 1990 Census of Population; 1998 California Department of Finance Housing Estimates

b) Housing Tenure & Type

An evaluation of the adequacy of a community's housing stock also needs to consider the type of housing being provided and the specific needs of the community, as well as the affordability of these units.

Table C-18, Tenure by Number of Units in Structure - 1990, tabulates, by size, tenure and vacancy status, the number of housing units in La Palma.

TABLE C-18
TENURE BY NUMBER OF UNITS IN STRUCTURE - 1990

Units in Structure	Owner Occupied	Renter Occupied	Vacant Units	Total Units
1, Detached	3,275	233	64	3,572
1, Attached	266	85	4	355
2	7	28	0	35
3 or 4	0	40	0	40
5 to 9	11	102	20	133
10 to 19	0	133	21	154
20 to 49	0	17	0	17
50 or more	0	605	11	616
Mobilehome	0	0	0	0
Other	13	0	0	13
TOTAL	3,572	1,243	120	4,935

Source: 1990 Census of Population

TABLE C-19
AGE OF HOUSEHOLDER BY TENURE - 1990

Age of Householder	Owner Occupied	Renter Occupied	Total Households	Percentage Distribution
15 to 24	14	113	127	2.6%
25 to 34	318	465	783	16.3%
35 to 44	826	347	1,173	24.4%
45 to 54	1,279	203	1,482	30.8%
55 to 64	778	72	850	17.7%
65 to 74	293	30	323	6.7%
75+	64	13	77	1.7%
TOTAL	3,572	1,243	4,815	100%

Source: 1990 Census of Population

c) Age and Condition of Housing Stock

(1) Single-Family Housing

A generalized windshield survey of housing conditions in the City of La Palma was conducted on February 9, 1998. The goal of this survey was to be able to identify the general quality of the single family housing units in the City of La Palma and to assess the need for rehabilitation or replacement. The assessment was based on exterior ground level inspection, and focused on the identification of units in need of major rehabilitation or replacement. Approximately 85% of the single-family housing were surveyed.

A unit in need of minor rehabilitation was defined as one which, in its present state, does not materially endanger the health, safety, or well-being of its occupancy, but whose condition disrupts the quality of the neighborhood. These units are structurally sound, but are in need of painting, window repair, or overall general maintenance. Structural features such as roofing, exterior walls, and porches were assessed in making this determination, as well as more minor structural features such as garage doors and rain gutters.

A unit in need of major rehabilitation was defined as one which, in its present state, materially endangers the health, safety, or well-being of its occupancy in one or more respects, and is economically feasible to repair. Major structural features such as roofing, exterior walls, and porches were assessed in making this determination. A unit in need of replacement utilizes the same standard, with the exception that the unit would not be economically feasible to repair.

Notes were made during the survey regarding the location and condition of homes needing major or minor rehabilitation. Location was recorded according to Census Tract. Condition was recorded as to what rehabilitation was needed, such as paint, or roof damage.

In general, the condition of housing units throughout the City was very good. No homes were found to be in need of major rehabilitation or replacement. Approximately 35 homes throughout the City were found to be in need of minor rehabilitation. *Table C-20, Single Family Housing Conditions*, shows the number of single family housing conditions within each Census Tract that require minor rehabilitation. These totals may not be indicative of the quality of housing in each Census Tract, as the Census Tracts are not all the same size (e.g., Tract 1101.02 is the largest and has the most homes in need of rehabilitation.) Of the 35 homes, approximately 14 had visible roof damage, four had minor structural damage, 20 had minor paint damage, and three needed major paint rehabilitation.



TABLE C-20
SINGLE FAMILY HOUSING CONDITIONS

<i>Census Tract</i>	<i>1101.02</i>	<i>1101.15</i>	<i>1101.16</i>	<i>1103.01</i>	<i>1103.04</i>	<i>Total¹</i>
Roof Damage	12		1	1		14
Structural Damage	3	1				4
Paint (minor)	12		5	2	1	20
Paint (major)	3					3
TOTALS	30	1	6	3	1	41

1. Among the 35 single-family homes identified, 41 conditions exist which require minor rehabilitation.

(2) Multi-family Housing

A generalized windshield survey of multifamily housing conditions in the City of La Palma was conducted on August 14, 1998. The goal of this survey was to identify the general quality of the multifamily housing in the City of La Palma and to assess the need for rehabilitation or replacement. The assessment was based on exterior ground level inspection, and focused on the identification of units in need of major rehabilitation or replacement. Each of the five multifamily apartment complexes in the City were surveyed.

The Nova La Palma complex, at 7777 and 7799 Valley View Street, is in the process of rehabilitation at present, as part of its conversion to affordable housing. The project is being re-roofed, and painted, and its circulation system (including project entries and signage) is being upgraded. Parking and carports at the complex are being rehabilitated, and handicapped parking spaces are being added. The complex's reception hall has been converted into an Enrichment Center providing counseling, classes and activities for youth, and common play areas have been upgraded.

None of the other four large complexes in the City (Brookside Apartments, Brentwood Apartments, Walker Gardens Apartments, and Camden Place Senior Apartments) were judged to be in need of major or minor rehabilitation or replacement.

d) Housing Costs

According to DataQuick, the median sale price of houses in La Palma was \$244,250 in April of 1998, up from \$236,500 as of November, 1997. The current median is still down from the median value reported as \$303,800 in the 1990 Census. However, homes in La Palma have the highest median price of the surrounding communities, as *Table C-21, Single Family Homes Median Price April, 1998*, illustrates. DataQuick data also indicates that an average of 12 homes were sold per month in La Palma during the six month period between January and June 1998. The distribution of the value of

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Owner-Occupied Housing in La Palma as reported in the 1990 Census is indicated in *Table C-22, Value of Owner-Occupied Housing - 1990*.

TABLE C-21
SINGLE FAMILY HOMES
MEDIAN PRICE APRIL, 1998

City	Zip Code	Single-Family Homes Median Price
♦ La Palma	90623	\$244,250
♦ Cerritos	90703	\$239,000
♦ Buena Park	90620	\$170,000
♦ Cypress	90630	\$205,000
♦ Stanton	90680	\$130,000

Source: Data Quick data for April, 1988

TABLE C-22
VALUE OF OWNER-OCCUPIED HOUSING - 1990

Value	Number of Units	Percentage Distribution
<\$50,000	94	2.7
\$50,000-\$99,999	7	.2
\$100,000-\$149,000	64	1.9
\$150,000-199,000	294	8.5
\$200,000-249,000	359	10.4
\$250,000-299,999	845	24.5
\$300,000-399,000	1557	45.2
\$400,000-499,000	163	4.7
\$500,000 or more	61	1.8
TOTAL	3,321	100%

Source: 1990 Census of Population



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Table C-23, Distribution of Gross Rents – 1990, below indicates the distribution of gross rents in the City as reported in the 1990 Census. The median gross rent as a percentage of household income in La Palma was 27.5% according to the 1990 Census, which is slightly below the 30% indicator of overpayment for housing.

TABLE C-23
DISTRIBUTION OF GROSS RENTS – 1990

Value	Number of Units	Percentage Distribution
<\$500	28	2.3
\$500-549	0	0
\$550-599	4	.3
\$600-649	46	3.8
\$650-699	170	14.0
\$700-749	221	18.2
\$750-\$999	575	47.4
\$1,000 or more	170	14.0
TOTAL	1,214	100

Source: 1990 Census of Population 23 renters reported no cash rent

Based on HUD income limits for Orange County, a very low-income family (of four persons) should not be paying more than \$822.50 per month in contract rent, a low-income family should not be paying more than \$1133, and a moderate income family should not be paying more than \$1974 per month. It is clear from the rental rate data below that multi-family rental housing is available to residents of La Palma within the required rate limits to enable families to avoid overpayment for housing.

TABLE C-24
MULTIFAMILY UNIT CONTRACT
RENTAL RATES IN LA PALMA, AUGUST 1998

Category	EFF	1-BR	2-BR	3-BR	4-BR
HUD Fair Mkt Rents for FY 1998	\$635	\$693	\$858	\$1,193	\$1,328
Anaheim – Santa Ana PMSA					
RENTAL APARTMENT RATES					
Suntree Brentwood Apts. (70 units)		\$745-765	\$830-885		
Brookside Apts. – (528 units)		\$730-790	\$835-975		
Walker Garden Apts. (42 units)			\$695-725		
AFFORDABLE HOUSING RENTAL APARTMENT RATES					
Nova La Palma Apts. (272 units)			\$780-835	\$926	
Camden Place Senior Apts. (35 units)		\$553-580	\$660		

Source: HUD, Phone Survey of Apartment Projects

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e) Assisted Housing at Risk of Conversion

State law requires the City to identify, analyze and propose programs to preserve affordable multifamily housing units that are currently restricted to low-income housing use and that will become unrestricted and possibly be lost as affordable housing (i.e. units at risk).

TABLE C-25
INVENTORY OF ASSISTED HOUSING UNITS IN LA PALMA

Project	Location	Type	Form of Assistance	Total Units	Earliest Date of Subsidy Termination
Camden Place Senior Apartments	4500 Denni Street	Very Low Income Senior Apartments	Section 8 Assistance (2 units); Project Covenants	35 units	Section 8 Certificates are renewed yearly. The units must remain very low income senior housing for 55 years, through 2052.
Montecito Village Townhomes	Denni St. & La Palma Blvd.	Moderate Income Townhomes	Project Covenants; Redevelopment Set Aside Funds (\$5,000 silent second)	46 units	The units must remain moderate income for 10 years from first date of sale. Moderate income provisions will expire in 2006.
Kathy Drive Homes	Denni St. & La Palma Blvd.	Moderate Income Single Family Homes	Project Covenants	16 units	The units must remain moderate income for 10 years from first date of sale. Moderate income provisions will expire in 2005.
Nova La Palma	7777 and 7799 Valley View Street	Low Income Apartments	Section 8 Assistance (4 units)	272 units	Section 8 Certificates are renewed yearly. The units must remain low income housing for 25 years, through 2023.

Source: City of La Palma; Orange County Housing Authority

(1) At-Risk Housing Projects

- ◆ ***Nova La Palma Apartments:*** The Nova La Palma apartments conversion was accomplished with assistance (in revenue bond financing) from the California Statewide Communities Development Authority (CSCDA), which provides refinancing for single and multiple agency housing projects which designate a certain number of units for affordable housing. Nova La Palma (formerly Casa La Palma) is the oldest apartment complex in the City, so this purchase and rehabilitation by developer Steadfast McCord, LLC will significantly improve the affordable housing stock in the City.



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The City's membership in CSCDA, initiated for this conversion project, will enable further projects in the City to apply for financing assistance which is risk free to the City and the agency. Four Section 8 Housing Certificates are being used in the complex. Section 8 Certificates are allocated on a yearly basis, so these units could be at risk of losing Section 8 assistance during this planning period. The City's Redevelopment Set Aside expenditure plan will include allocations to replace Section 8 funding should it no longer be available. The project's covenants require that the units remain very low income units through 2023, so the project is not at risk during this planning period.

- ◆ **Camden Place Senior Apartments:** The Camden Place Senior Apartments were constructed with the assistance of the Community Development Commission. 35 very low income senior rental apartments are provided at the development. Two Section 8 Housing Certificates are at use in the project. Section 8 Certificates are allocated on a yearly basis, so these units could be at risk of losing Section 8 assistance during this planning period. The City's Redevelopment Set Aside expenditure plan will include allocations to replace Section 8 funding should it no longer be available. The project's covenants require that the units remain very low income units through 2052, so the project is not at risk during this planning period.
- ◆ **Montecito Village Townhomes & Kathy Drive Single-Family Homes:** The City of La Palma has two moderate income projects which will be at risk for conversion to market rate during the next planning period for the Housing Element: the Kathy Drive homes will be at risk in 2005, and the Montecito Village townhomes will be at risk in 2006. Due to a lack of available land for 62 new units in the City, replacement is impossible and preservation is the only feasible option for these projects. If project owners decide to convert their projects to market rate housing, the City will coordinate the provision of financial and administrative resources to preserve the units as affordable housing. The following four specific actions will be taken to protect (or replace) at risk units:

*(a) **Monitor Units at Risk:** Maintain contact with owners of at risk units as potential conversion dates approach to determine whether Section 8 contracts have been or are planned to be renewed. Discuss with the owners of the "at risk" units the City's desire to preserve the units as affordable and determine if a strategy can be devised to make continued preservation possible. This may include seeking other funding sources or providing mutually acceptable incentives.*

*(b) **Owner Education:** Work with owners of at risk units in danger of converting. Provide owners with information regarding*

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potential programs that might assist in the preservation of the units as moderate income housing. Act as a liaison between owners and non-profits potentially involved in constructing or acquiring replacement housing.

If staff is not able to provide adequate staffing for this program, provide outside consultants to support the program.

*(c) **Work With Non-profits:** Work with nonprofit housing providers to explore, and if appropriate, facilitate acquisition or replacement of at risk units.*

*(d) **Right of First Refusal:** Because the City has the right of first refusal to purchase units as they come up for sale in the Montecito Village Townhomes project, the City will endeavor to purchase units as they become available and extend their term of affordability for an additional 10 year period.*

4. HOUSING NEEDS SUMMARY

The existing housing needs in La Palma are summarized below in *Table C-26, Housing Needs Summary*, from the discussion of Housing Conditions and Special Needs Groups above:

*TABLE C-26
HOUSING NEEDS SUMMARY*

<i>Category of Need</i>	<i># Households or Housing Units</i>
♦ Overcrowded Housing Units	399
♦ Very Low Income Households	1,141
♦ Low Income Households	665
♦ Overpaying Renter-Occupied Housing Units	529
♦ Overpaying Owner-Occupied Housing Units	1,031
♦ Handicapped Households	485

Source: 1990 Census of Population

According to SCAG's Regional Housing Needs Analysis (RHNA), the City of La Palma's Housing Needs can be quantified as shown in Table C-26, *Housing Needs Summary*. An indication of SCAG's estimated housing need is provided, together with the number of housing units added and removed in the City since 1990, and the housing units projected to be added in the City in the near future. The data shows that the City has exceeded SCAG's requirements in every income category except high income housing.



TABLE C-27
SUMMARY OF HOUSING NEED & CONSTRUCTION IN LA PALMA
1990-1998

Category	SCAG RHNA Requirement	Units Constructed/ Units Removed		Net Added
		Converted since 1990	in La Palma since 1990	
Very Low Income	18	35	4	31
Low Income	18	272	4	268
Moderate Income	30	62	1	61
High Income	81	50	2	48
TOTAL	147	419	11	408

Source: City of La Palma & SCAG RHNA Needs Assessment, 1989-98

- ◆ The 35 very low income units consist of rental apartments for Seniors completed at the Camden Place Senior Apartments development.
- ◆ The 272 low income units are located at the Nova La Palma apartment complex, which was converted to low income housing in 1998.
- ◆ The moderate income housing is comprised of 16 moderate income owner occupied single family homes, and 46 owner occupied townhomes at the Denni Street Affordable Housing Project.
- ◆ The high income housing is comprised of 47 single family homes completed at the former Centralia School District Site, as well as three new single family homes on individual lots.

In summary, 147 new units have been added in the city since 1990, and 272 apartments have been converted to low income use. 73% of the net housing units added or converted in the city since 1990 serve low or very low income residents.

C. HOUSING CONSTRAINTS AND OPPORTUNITIES

1. MARKET CONSTRAINTS

Market, or non-governmental constraints, within the context of housing element legislation, consist of financing, land and construction costs. Usually, these factors are considered market

conditions and also may include the prices and rents charged in the marketplace.

a) Inventory of Vacant Land

The lack of vacant land in the city represents a significant barrier to housing development. However, one of the remaining vacant sites in the City is to be developed into the 60-unit Walker Street Senior Citizens apartments, with the assistance of the City's Community Development Commission. Occupancy of the project is scheduled for the year 2000. The site for this project has been zoned for commercial development, but was purchased by the City's Community Development Commission (CDC) and is intended to be rezoned for multifamily residential. The parcel has public facilities and services.

A second vacant two-acre site is located adjacent to La Palma Community Hospital. This parcel could potentially be developed into 10 lots with single family homes. The parcel is zoned Single Family Residential, and has public facilities and services.

b) Construction Costs

According to a report submitted to the City by Keyser Marsten Associates, the Developer's direct cost estimates for the Walker Street Senior Citizens Apartments, to be built in the City, fall within the typical range for a high quality senior citizen apartment. These costs can be summarized as follows:

- ◆ Off-site improvements required to serve the proposed project: \$20,000
- ◆ On-site improvement costs including landscaping, parking and recreation facilities: \$8750/unit, or \$525,000
- ◆ Basic shell costs (including contractors' fees and management costs, a premium to reflect the fact that all labor costs will be subject to prevailing wage requirements; and the City's requirement that approximately \$318,000 in upgrades be provided): \$62.50 per square foot. After consideration of the City required upgrades, the effective building costs are estimated at \$71.00 per square foot.

The completed Walker Street project is valued at \$3.4 million per acre.

Recent single family housing costs in La Palma have been estimated at \$83.90 per square foot. Construction costs have not constrained the recent housing development in the City, and are not considered a constraint in the planned Senior Citizen Apartment project.



c) Financing Costs and Availability

Interest rates are determined by national market conditions, not local jurisdictional policies. However, jurisdictions can offer interest rate write-downs to extend home purchase opportunities to lower income households. In addition, government insured loan programs may be available to reduce mortgage downpayment requirements. Residents of La Palma have both a Mortgage Credit Certification Program and a bond financed First Time Homebuyers program available to them. Both programs are administered through agencies of Orange County. Since relatively few residents in the City have taken advantage of these programs, the City may need to embark on a more aggressive advertising campaign to increase awareness of them.

d) Land Costs

The cost of land is not a significant constraint to housing development, as there are only three sites in La Palma appropriate for development into housing. One of the sites has already been purchased by the Redevelopment Agency and will be redeveloped into the Walker Street Senior Apartments.

2. GOVERNMENTAL CONSTRAINTS

a) Land Use Controls

Single family housing is the predominant existing land use in the City, comprising 40% of its area. Multiple family housing comprises 5% of the community.

The non-residential portion of the City is designated as follows:

Multi-use Business:	3%
General Industrial:	7%
Office/Professional:	2%
Neighborhood Commercial:	3%
Open-Space/Recreation:	3%
Public/Institutional:	15%
Rights-of-Way:	22%

Land use controls, which govern the City's residential zones, are detailed in the City's Development Code, and shown in *Table C-28, City of La Palma Development Code Requirements New Designations and Old Designations (Shaded)*. These controls are typical of those governing residential development in a suburban community and do not unduly constrain residential development in the City. This update of the City's General Plan incorporates revised residential designations which are more responsive to the needs of the City as it nears ultimate build out, and which more accurately represent the types of housing stock already in existence in the City. Changes to the designations provide the following benefits:

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- ◆ They allow greater flexibility in residential construction, by including provisions for customized regulations in the Village Residential overlay;
- ◆ They allow higher density residential construction in each category;
- ◆ They clarify the permitted uses in the Multiple Family Residential category;
- ◆ They include Performance Standards for projects higher than 17 du/ac which allow for unique design that could make more efficient use of land and allow amenities to make the development more compatible with adjacent residential use;
- ◆ They provide for second unit construction in the Single Family and Multiple Family Residential categories; and
- ◆ They incorporate density bonus provisions, in compliance with State law, which are most applicable to the Multiple Family Residential and Village Residential Overlay categories.

TABLE C-28
CITY OF LA PALMA DEVELOPMENT CODE REQUIREMENTS
NEW DESIGNATIONS AND OLD DESIGNATIONS (SHADED)

Category Approvals	Single Family Residential Precise Plan	R-1 Precise Plan	Multiple Family Residential Precise Plan	R-3 Precise Plan	Village Residential Overlay Specific Plan	V-R Village Residential Specific Plan
Residential Parking Requirement	2 off-street spaces within a garage	2 off-street spaces within a garage	2 off street spaces Of those, 1.5 per DU in a garage 2 spaces max opening onto any street and spaces must be in a 20x20' garage	2 off street spaces Of those, 1.5 per DU in a garage 2 spaces max opening onto any street and spaces must be in a 20x20' garage		
Setbacks	Front:15'; Rear: 25'; Side: 5'	Front:15'; Rear: 25'; Side: 5'	Front:20'; Rear: 15'; Side: 5' Exterior side yard of a corner lot 10'	Front:20'; Rear: 15'; Side: 5' Exterior side yard of a corner lot 10'	Customized regulations permitted.	
Height Limits	2 stories or 30'	2 stories or 30'	2 stories or 30'	2 stories or 30'	Customized regulations permitted.	
Maximum Density	1 - 8.7 DU/Net Acre	6 DU/Acre	8.8-25DU/Net Acre	12 DU/Acre Up to 14 DU/Acre approved if it will also contribute public open space or recreation space	8.8 - 30 DU/Net Acre	25 DU/Acre average over site, with no component of project having more than 36 DU/Acre*
Minimum Lot Size	5000 sf	5000 sf	If 25 DU/Acre, two acre minimum lot or more; If less than one acre lot, 4500 sf area per unit for each 1 or 2-family dwelling; At least 3000 sf area per unit for each 3-family dwelling group.	If 12 DU/Acre, one acre+ If less than one acre lot, 5000 sq ft lot for each 1 or 2-family dwelling At least 4000 sf land for each 3-family dwelling group.	Customized regulations permitted.	
Gross Floor Area	1500 sf for 3 bedroom 1800 sf for 4 bedroom 2100 sf for	1500 sf for 3 bedroom 1800 sf for 4 bedroom 2100 sf for	1000 sf for 2 bedroom addl. 150 sf for each addl. bedroom	1000 sf for 2 bedroom addl. 150 sf for each addl. bedroom	May be modified for senior citizen housing.	

TABLE C-28
CITY OF LA PALMA DEVELOPMENT CODE REQUIREMENTS
NEW DESIGNATIONS AND OLD DESIGNATIONS (SHADED)

Category Approvals	Single Family Residential Precise Plan	R-1 Precise Plan	Multiple Family Residential Precise Plan	R-3 Precise Plan	Village Residential Overlay Specific Plan	V-R Village Residential Specific Plan
	5 bedroom	5 bedroom				
Permitted Uses	Single family dwellings with 3+ bedrooms	Single family dwellings with 3+ bedrooms	Single family, duplex, tri-plex and four-plex, and multiple family apartments and condominiums; Transitional Housing; Churches	Single family, two family, three family and four family dwellings, each with 2+ bedrooms; Churches	Customized regulations permitted.	
Prohibited Uses	Boarding/Rooming Houses	Boarding/Rooming Houses	Boarding/Rooming Houses	Boarding/Rooming Houses		
Density Bonus Standards	Density bonus offered to developers who meet, at a minimum, State standards.		Density bonus offered to developers who meet, at a minimum, State standards.		Density bonus offered to developers who meet at a minimum, State standards.	
Performance Standards			Standards apply to projects over 17 du/ac		Standards apply to projects over 17 du/ac	
Second Unit Standards **						

* Involved only one project in the City; not generally applicable.

** City ordinances and findings complying with government code stipulating that second units are not feasible in the City of La Palma

b) Building Codes and Enforcement

The City of La Palma has adopted a building code that establishes construction standards applied to all residential buildings. The City's building code is based on regulations necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain the development of housing.

c) Site Improvements

Since the city is almost completely built out, and infrastructure is in place to service the entire city, site improvements are not a significant constraint to housing development. For example, the site improvements for the proposed Walker Street Senior Citizens Apartments will be connected into existing water and sewer lines. Further, because the City is surrounded by other jurisdictions in both Orange County and Los Angeles County to the west, a significant proportion of the traffic on its streets is the result of the regional traffic impact imposed on the City, which is outside its control. Therefore, the traffic and street improvement considerations in the City are the result of and in response to this regional impact, and are not a constraint imposed by the City itself.

d) Processing and Permit Procedures

Development projects to be undertaken in residential zones require submission of a Precise Plan. The applicant must undertake the process outlined below when making a Precise Plan submission:

(1) Property owner or contractor contacts the city regarding constructing a room addition. The City sends them application forms and encourages them to meet with staff to review their project when it is in the earliest design stage so that they can provide assistance with the code requirements regarding set-backs and height restrictions.

(2) Applicant submits three sets of plans for in-house review by planning, building and public works (if necessary).

(3) Depending on the size and location of the room addition, it proceeds one of three ways:

(a) Small room addition (less than 750 sq. ft.), single or two story on the rear of the home that meets all set-backs and code requirements. Staff review, letters mailed to adjacent property owners, wait 10 days for comments. If no negative comments or objections are received it is approved by Planning and moved to Building for permits.

(b) Small to medium room addition (under 1000 sq feet), meets all codes and setbacks, but affects the street/front appearance of the home, adjacent property owners notified and a Development Committee hearing is held to review the design. Development Committee meetings are regularly scheduled once every other month, however they meet once a month if there is a project pending.

(c) If it is a major addition, it does not meet all codes or appears to not fit with the surrounding neighborhood style of homes it is processed as a Precise Plan Amendment. It is reviewed by the development Committee at an advertised Public Hearing, then within two weeks it is approved or denied by the Planning Commission at a second noticed Public Hearing.

The majority of room additions fall into the first or second category and are processed within 30 to 45 days. Those that fall into the third category are processed within 30 to 90 days.

The applicant for a precise plan must complete a required application describing the manner in which all conditions described below are satisfied, and submit it to the City's planning department. The decisions of the Community Development Committee may be appealed to the City Council.

Before any approval may be granted, a finding must be made that the evidence presented shows that all of the following conditions exist:

- ◆ That the use applied for at the location set forth in the application is properly one for which a conditional use permit or precise plan is authorized by the City's development code.
- ◆ That such use is necessary or desirable for the development of the community, in harmony with the various elements or objectives of the applicable chapter of the zoning code, and is not detrimental to existing uses or uses specifically permitted in the zone in which the proposed use is to be located.



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- ◆ That the site for the intended use is adequate in size and shape to accommodate said use and all of the yard setbacks, walls or fences, landscaping and other features required in order to adjust said use to those existing or possible future uses on land in the neighborhood are satisfied.
- ◆ That the site for which the proposed use is bounded by a street, or streets, and highways that are properly designed and improved so as to carry the type and quantity of traffic generated or to be generated by the proposed use.
- ◆ That the proposed use will have no adverse effect on abutting property or the permitted use thereof.
- ◆ That the conditions stated in the decision are deemed necessary to protect the public health, safety and general welfare. (Conditions may address land use, setbacks and buffers, street dedications and improvements, site entry and exit, fencing and walls, parking, signage, lighting, noise and vibration, time of use restrictions, duration of use, and maintenance.)

The potential conditions that may be imposed on a project by the City as part of the permitting approval process are not unique and overly burdensome. Rather, they reflect a process employed on all projects requiring precise plan approval in the City. They are not so rigorous as to render infeasible projects of this type.

However, the City's current process for approving residential projects requires every project to obtain both Community Development Committee and Planning Commission review prior to approval. While a typical residential project in the City can conclude the approval process within 30-60 days, this dual process may act as a constraint to some residential construction in the city. In order to alleviate this constraint the City will incorporate a program into this housing element to streamline the approval process by allowing conforming residential addition projects to be approved administratively if they involve an expansion of less than one third of the existing dwelling unit's square footage. Thus, only occasional projects that involve significant departure from City development standards would go to the Community Development Committee and Planning Commission. In most cases, the processing time will be reduced to less than 30 days.

Finally, the City's previous General Plan allowed Transitional Housing for the homeless to be developed in the City with approval of a Conditional Use Permit. No procedures were in place to allow permitting of Emergency Shelter for the homeless. The Housing Programs and Action Plan in this housing element commits to

changes in city zoning regulations to enable and Transitional and Emergency housing to be developed in La Palma.

e) Fees

A schedule of the City's development fees is included in *Table C-29, City of La Palma Schedule of Fees - 1998*. The City's fees are lower than in many other areas of the County of Orange. For example, the City's permits and fees are estimated to be a total of only \$5,900 per unit for the Walker Street project. These fees are not a constraint on the planning of this development, nor have they constrained or rendered infeasible any recent housing development in the City.

TABLE C-29
CITY OF LA PALMA SCHEDULE OF FEES - 1998

<i>Service</i>	<i>Fees</i>
Appeal to City Council	\$263.00
Environmental Assessment	\$155.00
Environmental Impact Report Review	\$699.00
Tentative Parcel Map	\$493.00
Tentative Tract Map	\$571.00
Final Parcel or Tract Map	\$389.00 (\$7 over 4)
General Plan Amendment	\$661.00
Zone Change	\$661.00
Research Assessor's Parcel Listing (City only)	\$68.00*
Research Assessor's Parcel Listing (other City)	\$84.00*
Photocopies	\$1.50 first set + 0.05 each addl. + tax
Blueprints	\$3.00/sheet
Plans & Specifications	If sent to the blueprint company, cost shall be the cost from blueprint company + \$1.50 first set; otherwise \$0.06 per page plus \$3.00 per blueprint sheet.
Plans & Specifications for projects under \$10,000	No charge
Weed Abatement	Contractor Cost + ratio of City's cost
Improvement Plan Check and Inspection	4.5% of estimated construction cost
Waiver of parking restriction (Section 16-34(c))	\$125.00

*includes ownership labels.



3. AVAILABILITY OF SITES FOR HOUSING

a) Redevelopment and Recycling

The former Centralia School District site has since 1990 been developed into Park View Estates, incorporating 47 single family homes. The Denni Street site was from 1990-1997 developed into 97 units comprised of 35 very low income senior apartments, 46 moderate income townhomes, and 16 moderate income single-family homes.

In 2000, 7051-61 Walker Street will be developed into 60 units of Senior Housing with the assistance of the City's Community Development Commission.

One additional vacant site (two parcels) west of La Palma Community Hospital on La Palma Avenue, is zoned Single Family Residential, and may in the future be developed into a 10-unit single family housing project.

Five additional large parcels in the City may in the future be subdivided and redeveloped into additional single family housing:

- ◆ Two parcels on the west side of Walker Street, zoned Single Family Residential, north of Thelma Avenue could be redeveloped into four single family units;
- ◆ A large parcel on the south side of La Palma Avenue, zoned Single Family Residential, could be redeveloped into three single family units;
- ◆ Two parcels on the east side of Denni Street, zoned Single Family Residential, north of La Palma Avenue could be redeveloped into three single family units.

Each of the above-referenced sites is shown on *Exhibit C-1, Available Housing Sites*.

Because the existing single family housing stock, which comprises the majority of the housing in the city, is in excellent condition, there is little likelihood that redevelopment and replacement with higher density multifamily housing is likely to occur within the planning period of this Housing Element.

b) Mixed Commercial/Residential Use

There are no sites in La Palma on which mixed commercial/residential projects could be developed. The lack of vacant land or even land

capable of redevelopment of a size that could accommodate a practical mixed use development makes this option infeasible.

c) Second Unit Opportunities

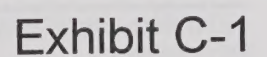
Government Code 65852.1, et. al., provides for implementation of state specifications or the establishment of local ordinances governing the establishment of a second residential dwelling unit on a single family or multiple family zoned lot. Single family homes in the City of La Palma range in size from 1700 sf to 2400 sf, on 5000 sf lots. Room additions are permitted in the City, which can decrease rear setbacks in some areas of the City to 10'. The size and configuration of the housing in the City renders it infeasible to add second units in the City. Therefore, the City will enact a second unit ordinance incorporating a description of findings, which render second units infeasible and therefore impermissible, in the City.



CITY OF LA PALMA GENERAL PLAN

EXHIBIT C-1 Available Housing Sites

Available Housing Sites

 Available Housing Sites

4. OPPORTUNITIES FOR ENERGY CONSERVATION

The City of La Palma's Housing Element must by law include an analysis of the opportunities for energy conservation with respect to residential development. In 1974, the California State Legislature created the California Energy Commission to address the issue of energy conservation. In 1977 the Commission adopted conservation standards for new buildings. The Legislature directed the Commission to periodically improve the standards to account for state-of-the-art energy efficient building design. The revised energy standards for new residential buildings have been placed in Title 24 of the California Administrative Code. The new standards apply to all new residential buildings (and additions to residential buildings) except hotels, motels, and buildings with four or more habitable stores and hotels. The regulations specify energy saving design for walls, ceilings and floor installations, as well as heating and cooling equipment and systems, gas cooling devices, conservation standards and the use of non-depleting energy sources, such as solar energy or wind power.

Compliance with the energy standards is achieved by satisfying certain conservation requirements and an energy budget. Among the alternative ways to meet the energy standards are the following:

- ◆ **Alternative 1:** The passive solar approach which requires proper solar orientation, appropriate levels of thermal mass, south facing windows, and moderate insulation levels.
- ◆ **Alternative 2:** Generally requires higher levels of insulation than Alternative 1, but has no thermal mass or window orientation requirements.
- ◆ **Alternative 3:** Also is without passive solar design, but requires active solar water heating in exchange for less stringent insulation and/or glazing requirements.

Opportunities for additional energy conservation practices include the implementation of mitigation measures contained in environmental impact reports prepared on residential projects in the City of La Palma. Mitigation measures to reduce energy consumption may be proposed in the appropriate section of environmental impact reports, prepared by or for the City of La Palma. These mitigation measures may be adopted as conditions of project approval.

Some additional opportunities for energy conservation include various passive design techniques. Among the range of techniques that could be used for purposes of reducing energy consumption are the following:



- ◆ Locating the structure on the northern portion of the sunniest area on the site.
- ◆ Designing the structure to admit the maximum amount of sunlight into the building and to reduce exposure of extreme weather conditions.
- ◆ Locating indoor areas of maximum usage along the south face of the building and placing corridors, closets, laundry room, power core, and garages along the north face of the building to serve as a buffer between heated spaces of the colder north face.
- ◆ Making the main entrance a small, enclosed space that creates an air lock between the building and its exterior; orienting the entrance away from the prevailing winds; or using a windbreak to reduce the wind velocity against the entrance.
- ◆ Locating the window openings to the south and keeping east, west, and north windows small, recessed and double-glazed.

These and other potential state-of-the-art opportunities could be evaluated within the context of environmental impact reports and/or site plan review. Feasible site planning and/or building design energy conservation opportunities then could be incorporated into the project design.

D. REVIEW OF HOUSING ELEMENT PERFORMANCE TO DATE

The City of La Palma last adopted a Housing Element in 1989. A discussion of the goals and objectives of that element, and their results follows, together with an analysis of the differences between what was projected and achieved, and the appropriateness of the goals, objectives, and policies.

1. CITY GOALS

a) Achieve the maintenance and conservation of the existing household stock.

The condition of the affordable housing stock has been improved with the conversion and rehabilitation of the 272-unit Nova La Palma apartment complex. The City facilitated the project by joining the

availability of the site at Denni Street and La Palma Avenue, it would not be an appropriate goal for this housing element.

With the adoption of the 1994 Implementation Plan, the La Palma Community Development Commission identified several housing programs aimed to increase or improve the community's supply of affordable housing. The majority of these programs are funded through the Low and Moderate Income Fund; however, there are many alternative funding sources which can be used in conjunction with the Low and Moderate Income Fund to strengthen the overall success of the City's housing efforts.

3. POLICIES

a) Continue to participate in appropriate State and Federal housing programs including Community Development Block Grants and Section 8 rental assistance.

The City has applied for and received \$115,000 in CDBG funds from 1990-1994. These funds, together with an additional \$58,500 received from 1996-98, have primarily been used for ADA upgrades in the City to date. CDBG funds will be used by the City in future to assist eligible homeowners with needed housing rehabilitation and repairs, and to complete public ADA compliance projects.

The City has applied for and received \$75,000 in HOME funding from 1992-1996. The funds were used for home rehabilitation projects for low income, senior and handicapped households. The OCHA is providing rental assistance to lower income households in La Palma. Eight Section 8 Certificates, and one voucher, have been allocated for use in the City. The City can further encourage the implementation of County programs by actively publicizing the programs and continuing to serve on the County's housing committee.

Since 1993, two residents in La Palma have received assistance through the Mortgage Credit Certificate Program. This program administered by the Orange County Housing Authority, provides an income tax credit for qualifying first time homebuyers.

The First Time Homebuyers Program administered by Orange County provides recipients down payment assistance, targeted at the population with incomes of 70 percent or below the County median. To date, only one La Palma resident has received assistance from this program. The City could support participation in the program by actively publicizing it in the City. The City continues to be committed to this appropriate policy.



- b) Cooperate with other governmental entities in addressing housing needs including adjacent cities, the County of Orange, Southern California Association of Governments, and the State of California.***

The City of La Palma has worked with the Center for Demographic Research at CSU Fullerton to formulate the future housing and population needs for the City, which will be the basis of the next RHNA update. The City remains committed to this policy.

- c) Continue to meet State housing planning requirements such as the preparation of Annual progress reports and Housing Compliance Plans.***

The City has not prepared annual progress reports or housing compliance plans in the past, but intends to comply with this requirement once its Housing Element is certified by the HCD. This is an appropriate policy, and one the City supports.

E. REDEVELOPMENT LOW AND MODERATE INCOME SET-ASIDE FUND

The City of La Palma's Community Development Commission has consistently provided for, and assisted in, the creation of affordable housing and is in complete compliance with the statutory mandates as defined in State law. Specifically, the CDC has, to date, maintained, assisted, or provided 98 homes. During the planning period the CDC will assist in the development or rehabilitation of up to an additional 60 moderate income senior apartments.

Table C-30, Annual Deposits Into the Low and Moderate Income Fund, describes the actual and anticipated deposits into the City's Low and Moderate Income Housing Fund through the 1999-2000 fiscal year. The annual "Housing Set-Aside" figure is derived from a projection based on a conservative annual increase of three percent. The "other sources" identified in *Table C-30* are generally a result of interest on investments and loans. While the annual increase for the past two years has been much greater than three percent, the recent volatility of the California economy makes it

EXPANDED HOUSING ELEMENT

prudent to project a conservative annual increase for planning purposes.

TABLE C-30
ANNUAL DEPOSITS INTO THE
LOW AND MODERATE INCOME FUND

<i>Sources Year</i>	<i>1993-4</i>	<i>1994-5</i>	<i>1995-6</i>	<i>1996-7</i>	<i>1997-8</i>	<i>1998-9</i>	<i>1999-0</i>	<i>Total</i>
20% Set-Aside	\$401,617	\$233,736	\$300,000	\$282,800	\$250,400	\$257,912	\$265,649	\$1,590,497
Other Sources	N/A	N/A	\$20,000	\$72,000	\$126,200	\$129,986	\$133,886	\$482,072
Total Deposits	\$401,617	\$233,736	\$320,000	\$354,800	\$376,600	\$387,898	\$399,535	\$2,072,569

The CDC is anticipating assisting in the development of the Walker Street Senior Apartments, as well as incurring administrative expenses and expenditures related to increasing, improving, or preserving the community's supply of affordable housing. The CDC projects an expenditure of \$1,004,233 through 2000 from the Low and Moderate Income Housing Fund. *Table C-31, Estimated Balance of the Low and Moderate Income Fund*, summarizes the anticipated activity in the Low and Moderate Income Fund for the fiscal years 1997-2000. Revenue projections are taken from estimated tax increment calculations made above. Annual administrative expenses are based on an increase of three percent each year over the 1997/98 budgeted expenses of \$24,900 dollars.

TABLE C-31
ESTIMATED BALANCE OF THE LOW AND MODERATE INCOME
FUND

Opening Balance	\$1,074,800
Deposits	\$1,164,033
Project Expenses	\$(1,004,233)
Administrative Expenses	\$77,173
Ending Balance	\$1,157,427

With the anticipated revenues and expenditures for the Low and Moderate Income Housing Fund, it is expected that at the end of the five year period there will be an available balance of \$1,157,427 which may fund any additional housing need at that time. In accordance with Section 3333.12 (g)(1) of the Health and Safety Code, the CDC will not possess an "excess surplus" of housing funds because the projected ending balance would be less than the aggregate of the annual deposits for the four previous years, which is expected to total approximately \$1,518,833. In addition, it is expected that the CDC will encumber a portion of the projected ending balance for programs, which have not been identified at this time.

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There are five major criteria which guide the actions of the La Palma Community Development Commission pursuant to affordable housing and the use of the Redevelopment Set Aside Fund:

- ◆ Twenty percent of all tax funds allotted to the CDC must be set aside in the CDC's Low and Moderate Income Housing Fund to improve and increase the supply of low and moderate income housing.
- ◆ The CDC must replace all low and moderate income housing which is destroyed or removed as a result of redevelopment activity.
- ◆ A fixed percentage of all housing constructed in the Project Area will be made available to those of low and moderate income;
- ◆ Homes which are produced by the CDC, or as a result of the use of Low and Moderate Income Housing Funds, must be affordable to persons of low and moderate income for a fixed period of time;
- ◆ All redevelopment actions taken by the CDC pursuant to this section must comply with the goals and policies set forth in this Housing Element.



APPENDIX D

EXPANDED GROWTH MANAGEMENT

A. PURPOSE AND INTENT

The purpose and intent of this Element is to mandate that growth and development be based upon the City's ability to provide an adequate circulation system and public facilities pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component."

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, which provides funding to Orange County for needed transportation improvements over a twenty year period through imposition of a one-half cent retail transaction and use tax. Portions of the monies received from the new sales tax revenue will be returned to Orange County jurisdictions for use of local and regional transportation improvements, subject to the jurisdiction's acquisition and retention of an eligible status for Measure M revenues.

To qualify for Measure M funds, the City of La Palma must comply with the Countywide Growth Management Program component requirements and have an established policy framework for the required Growth Management Program through the adoption of a Growth Management Element.

The Growth Management Element must 1) establish policy statements which identify traffic levels of service, 2) commit the City to implement a development mitigation program and 3) commit the City to implement a development phasing and monitoring program.



B. INTRODUCTION

1. OVERVIEW

The Growth Management Element (GME) contains policies for the planning and provision of traffic improvements necessary for orderly growth and development. Presented in this Element are policies and programs for the establishment of specific traffic level of service (LOS), development mitigation and development phasing. In addition, this Element includes a development monitoring program.

2. CONSISTENCY WITH OTHER GENERAL PLAN ELEMENTS

A major goal of the GME is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by State law. Therefore, the GME does not replace or supersede any of the other general plan elements; instead, the Element addresses, amplifies and supports traffic LOS and public facility standards that are included in the other general plan elements and establishes new standards where necessary. The GME also serves to augment development mitigation, development phasing and annual monitoring discussions in other general plan elements.

The GME is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this Element has been designed to minimize duplication between Measure M and Congestion Management Program (CMP) requirements. The GME is the most current expression of City growth management policies. Consequently, although there is a certain amount of overlap among the general plan elements, the GME is the key resource document for growth management concerns.

3. IMPLEMENTATION PROCESS

While this GME provides a significant resource document for future growth management efforts, it is not the final action necessary to establish a comprehensive Growth Management Program for the City. Rather, the intent of the GME is to establish the basic policy framework in the General Plan for future implementing actions and programs. In addition, future amendments to the GME may be

required to reflect the results of the implementation process. The Element contains specific policies and presents programs for implementation that are responsive to Measure M requirements.

Privately initiated land use element amendments, zone changes and other discretionary projects considered after adoption of the Element will be specifically reviewed for consistency with the GME policies.

4. RELATIONSHIP TO STATE AND FEDERAL HIGHWAY SYSTEM

While the GME addresses the need for phasing of arterial highway improvements, it is recognized that the Federal and State highway system is a significant component of the City's overall transportation system. Given this fact, an optional discussion of the relationship of the GME to the federal and state highway system is provided in Section I.

C. GOALS & OBJECTIVES

The goals of this Element are to reduce traffic congestion and ensure that adequate transportation and public facilities are provided for existing and future residents of the City. These goals shall be accomplished through implementation of the policies and programs set forth in this Element.

Achievement of these goals shall be measured by the following objectives:

1. TRANSPORTATION

The circulation system shall be implemented in a manner that achieves the established Traffic Level of Service Policy.

2. DEVELOPMENT PHASING

Development shall be phased in a manner consistent with the applicable Comprehensive Phasing Program.



D. POLICIES

1. TRAFFIC LEVEL OF SERVICE

Prior to issuance of the first building or recordation of the final tract or parcel map, the necessary improvements to transportation facilities to which the project contributes measurable traffic, are constructed and completed to attain Level of Service (LOS) "D" at the intersections under the sole control of the City.

Intersections exempt from the first paragraph include facilities under the jurisdiction of another City or the State or those included on the Deficient Intersection List established pursuant to this Element. However, it is the policy of the City that all development contributing measurable impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection will be assessed a mitigation fee determined by the involved jurisdictions and locally administered as part of the CIP.

Achievement of the adopted LOS standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

Level of Service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

2. DEVELOPMENT MITIGATION

It is the policy of the City that all new development pays its share of the costs associated with that development including regional traffic mitigation.

It is the policy of the City to impose a traffic impact mitigation fee for improvements within its boundaries and to work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for application within the GMAs.

EXPANDED GROWTH MANAGEMENT

It is the policy of the City that new Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

3. DEVELOPMENT PHASING

New development in the City shall be required to establish a development phasing program. It is the intent that new development include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system within the jurisdiction. However, through the CEQA process, the City may tie the phasing of development to improvements outside of the City as a mitigation measure/condition of approval for project-generated traffic impacts.

4. INTER-JURISDICTIONAL PLANNING FORUMS

It is the policy of the City to participate in Inter-Jurisdictional Planning Forums at the GMA level to discuss developments with multi-jurisdictional and appropriate mitigation measures.

5. CAPITAL IMPROVEMENT PROGRAM

A seven-year Capital Improvement Program shall be established to meet and maintain both the adopted traffic level of service and planning standards for public facilities.

6. TRANSPORTATION DEMAND MANAGEMENT (TDM)

It is the policy of the City to promote traffic reduction strategies through TDM measures.

E. IMPLEMENTATION PROGRAMS

1. DEVELOPMENT MITIGATION PROGRAM

The City has established a Traffic Impact Mitigation Fee to ensure that all new development pays its share of the costs associated with that development. Participation is determined on a pro-rata basis and is



required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The Program is coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within the GMAs. The City has elected to use existing traffic mitigation fee programs to receive credit with regard to the GMA base level fee.

2. DEVELOPMENT PHASING PROGRAM

The City's Development Phasing Program ensures that infrastructure is added as development proceeds, thereby guaranteeing that a development project's impact is mitigated prior to reaching established development benchmarks. The Program shall provide reasonable lead-time to design and construct specific transportation improvements.

3. DEVELOPMENT MONITORING PROGRAM

For those projects required to be built in phases, it would be necessary to monitor the development to ensure that roads and other public facilities improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program is achieved.

The Monitoring Program provides an annual evaluation of the maintenance of transportation service levels. In the event that the Program identifies one or more service level deficiencies, measures shall be implemented to correct those identified deficiencies.

4. DEFICIENT INTERSECTION LIST

A deficient intersection is defined as "an existing deficient intersection, not meeting the established level of service standard, where there are seemingly no opportunities for making any conventional geometric improvements within the current seven-year Measure M Capital Improvement Program."

The City shall adopt a deficient intersection list through a noticed public hearing of elected officials. For a shared intersection, both jurisdictions may include the intersection on their deficient lists.

The concept of a deficient intersection was developed as a safety valve to be used in those cases where the causes of a deficiency are

beyond the control of the City (e.g., ramp metering effects, traffic generate outside the City or state highway designation).

Any development project impacting a deficient intersection should be assessed a fee proportionate to its impact on the deficient intersection or conditioned to provide commensurate improvements. The fees collected could be spent on either the deficient intersection or alternative mitigation measures that will relieve congestion on the impacted deficient intersection(s).

When a development project approved in one jurisdiction impacts a deficient intersection in a neighboring jurisdiction, traditional CEQA coordination efforts prevail. In addition, the Inter-Jurisdictional Planning Forums (IJPF) meetings present an opportunity to discuss and reach consensus on mitigation measures to satisfy Measure M requirements.

5. TRAFFIC IMPROVEMENT/PUBLIC FACILITIES DEVELOPMENT AGREEMENTS

In the event the financing and implementation provisions of this Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.

6. GROWTH MANAGEMENT AREA (GMA) INTER-JURISDICTIONAL PLANNING FORUMS

The City shall participate in and provide staff support to IJPF at the GMA level to cooperate in addressing cumulative traffic impacts and coordinating improvements in transportation and other facilities. The Regional Advisory and Planning Council will convene these forums. The IJPF efforts shall be supported by a countywide comprehensive transportation planning process in which all jurisdictions shall assist with the development of the forms and participating as well. OCTA will maintain the regional traffic model.

7. SEVEN-YEAR CAPITAL IMPROVEMENT PROGRAM (CIP)

The City shall develop a seven-year Capital Improvement Program. Capital financing programming will be based on proposed development to be constructed during the following seven-year period. The CIP shall include approved projects and an estimate of



APPENDIX E

ISSUES SUMMARY

A. INTRODUCTION

The following list of issues is derived from several sources: 1) interviews with City Council Members; 2) discussion with the City Development Committee; 3) the La Palma's General Plan Workshop, conducted Wednesday, February 18, 1998; 4) discussions with the City Manager, Department Heads and other senior staff; 5) review of City documents; and 6) results of the telephone and written surveys conducted in the Fall of 1997. These statements come from the sources described above. In this form, no attempt has been made to reconcile differences or to interpret the views expressed. Rather, the list simply summarizes what the consultants heard.

The General Plan may or may not respond to all of these topics. Policies recommended for City consideration are the responsibility of the consultant team until reviewed by the City staff, the Development Committee, and the City Council. This should be considered the universe from which issues are selected for focused analysis and policy direction to be expressed in the General Plan.

B. ISSUES

Adjacent Communities: The General Plan needs to address itself not only to matters within the City, but to influences of and on adjacent cities.

Asian Community: A way needs to be found to help residents of Asian heritage to become more a part of the community, particularly with respect to City/school issues.



CITY OF LA PALMA GENERAL PLAN

Attitude: There needs to be a positive attitude supporting a variety of possibilities which sustain continued efforts to build on the qualities we already have.

Auditorium: If an auditorium can't be guaranteed as a result of the proposed five acre residential development on Kennedy High School, then the residential development shouldn't happen.

Auditorium: We need to be aware of the maintenance cost of public facilities such as this, so it's not just the initial cost that should be of concern.

Built Environment: Property owners should maintain their buildings. The shopping center at Orangethorpe and Walker should be renovated/updated. Vacant buildings should be reused. Vacant buildings could be used for community purposes and activities.

Business Retention: Businesses need to be encouraged not to leave the City.

City Boundary: Straighten the City's boundary with Cerritos.

Business Friendly: The City needs to be even more business friendly than it currently is.

Business Development: The Chamber of Commerce is not as active as it used to be and there needs to be a more concerted effort to attract new business and investment in the City.

Citizen Involvement: There is good accessibility to City officials by the citizens and good access to the citizens by City officials: that communication quality needs to be sustained and expanded.

Citizens: We need to know why recent businesses and families came here and why those who recently left did so. We need to build even stronger bridges between community leaders, youth and senior citizens.

City Image: The City Hall and other key features need more distinct identification and prominence to help contribute to the City image, perhaps with a unique signage or monumentation program.

City Image: Improved City identification needs to be established on the 91 Freeway and routes from it into the City (from Valley View and Orangethorpe, for example).

City Hall: Expand the City Hall building/complex.

City Identity: La Palma has small town qualities that should be maintained. Small town character results from the size of the City and the involvement of residents in volunteer activities and events. Encourage residents to meet/get to know one another. The City does not need to “create” a new or better identity.

Cleanliness: Keep the City clean. Utility markings on City streets are an eyesore. These markings should be removed upon completion of work.

Code Enforcement: Code enforcement should be improved/strengthened to keep residences in good condition. However, sensitivity is needed in some cases for seniors and other residents with special circumstances.

Code Enforcement: A reasonable level of code enforcement should be sustained to avoid property deterioration and neighborhood decline.

Communication: There needs to be an ongoing dialogue within the City regarding its priorities and programs so that stronger partnerships can be built between the City and the schools; between City government and the citizens; between the City and the business community; and between the different age groups and ethnic sectors of the community.

Communication: It is important to communicate often and clearly to the citizens so they can understand what is going on in the City and can participate in solving community problems.

Communication: Residents should be better informed about community events/meetings. General Plan questions should have been introduced into community surveys. Communication could be improved through a newsletter/newspaper.

Community: The community can be seen as a family, consisting of the resident citizen, the business citizen, and the public citizen, with each having certain responsibilities and sharing certain benefits of citizenship.

Community Involvement: Continued efforts need to be made to involve community members in City affairs, including ways of helping the youth understand what is going on in the City.

Community Image: The La Palma Days celebration symbolizes the traditional values which help define La Palma and the thrust of the City's vision should be to “Continue the Parade.”

Communication: We need to do an even better job of letting the citizens know what the City is doing regarding their concerns and the overall improvement of the City.



CITY OF LA PALMA GENERAL PLAN

Cultural Outreach: The City should reach out to and involve all ethnic groups in civic activities. A cultural auditorium/center is one means of reaching out to residents.

Cumulative Actions: We need to recognize and give credibility to the fact that improvements (and problems, as well) occur in increments and often are the combination of many small things.

Deterioration: It is important to stem any instances of deterioration early and avoid large scale problems that result from inattention.

Downtown: We need a recognizable downtown to provide a focus for the City and become a gathering place for people in the community.

Downtown: The City does not need to "create" a downtown. A downtown would increase congestion and change the City's small town identity.

Economic Base: The City should consider recycling the industrial area or a portion of it into more revenue positive uses, perhaps even big-box retail.

Ethnicity: The City needs to reach out to the ethnic groups which now make up substantial portions of the population and engage them in City affairs.

Ethnicity: The sense of separateness between Anglo and Asian constituencies needs to be breached in some way if the City is to continue to function as a real community.

Fire Services: Having a fire department located in La Palma decreases response time. Even though it is not a "City" fire department, the City should support its operation. Personal attention from a local fire department is a plus.

General Plan: The General Plan should be a living document that is regularly reviewed and fine tuned to guide the necessary priority improvements needed by the City.

Homes: People in La Palma generally care about their homes and it is important to maintain or even increase that attitude and the appearance that goes along with it.

Housing Quality: The City should discourage the proliferation of low quality apartments and condominiums. Apartments and houses on Valley View are becoming run-down.

Image: Except for Centerpointe, the City does not present a distinct image to citizens or to visitors; that needs to be changed by quality entry statements and other means of conveying a positive image.

Image: There need to be some improvements in the aesthetics of the City and its public spaces (streets; open space; commercial areas) so that the City is set apart from surrounding areas.

Image: The City's proposed entry statements need careful thought regarding their quality and the image they convey; they should communicate a sense of quality and permanence.

Involvement: We need to continue to build methods of involving citizens in City affairs and the General Plan is a good place to demonstrate effective methods.

Kennedy Site: The five acre area should be left as it is because of its open space value to the community.

Kennedy High School Property: We need to understand the ownership transfer process involved with the five acres and clearly understand the options for money from the sale: auditorium; swimming pool; or what else?

Land Use/Zoning: Adult businesses should not be allowed in the City and industrial uses should be kept to a minimum. Focus on low density residential uses. Prevent the development of low quality apartments.

Landscaping: Palm trees of the right variety and root barriers to prevent sidewalk damage need to be added to our arterial streets to improve the appearance of the City and avoid continued sidewalk and curb damage.

Library: The library should be improved or expanded. The current library is rarely open and has few resources. Improvements could include access to the Internet and a wider variety of books. Residents should not have to pay for access to libraries in other cities (i.e. Cerritos).

Location: The City has an excellent location within the region, with convenient access to Los Angeles and Orange Counties, and should become a destination built around the prominence of Centerpointe.

Maintenance: Most homes are well maintained and we should encourage that to continue by facilitating homeowner reinvestment and improvements.

Marketing: The City of La Palma needs to be marketed to potential residents and businesses.



Neighborhood Watch: The neighborhood watch sectors should be used as a means of dividing the City into sectors where that is needed to carry out the planning process.

Neighborhood Maintenance: It is important to insure that neighborhoods are well maintained, including use of code enforcement at an appropriate level (neither too severe or to little).

Neighborhood Watch: Most of the City is covered by neighborhood watch and the Citizens Emergency Response Team is a valuable resource that must be continued.

Neighborhood: The neighborhood is a center of life in La Palma and efforts must be sustained to keep them sound, using code enforcement methods that are "user friendly."

Noise: The noise impact of the proposed Kennedy High School redesign on adjacent residents will be significant and should not occur as now proposed.

Open Space: We must maintain the quality of existing open space areas and enhance them wherever possible.

Open Space: It is important to preserve and enhance the limited open space in the City.

Open Space: It is not acceptable to lose the open space on the Kennedy High School site without corresponding benefit to the City.

Open Space: The City is deficient in open space and we need to find some ways of either expanding it, improving what we have, or both.

Park/Open Space: The park is an important part of the City. The green belt should be protected from future development. Open space should be preserved to the maximum extent possible. Important lots are located next to the ARCO station and on the JFK High School property.

Partnerships: The City should explore JPA possibilities with adjacent cities and the school districts to make progress on issues of mutual concern.

Police: The budget must be maintained to support continued quality police services.

Police: The excellent services provided by the Police Department must be maintained even if it involves added taxes to support them.

ISSUES SUMMARY

Police Services: Support a strong local police force. Having a local police department has numerous benefits: quick response time; vacation drive-by services; and the personal relationship between police and residents/local children. Drug/Crime prevention should be a top City priority.

Pride of Ownership: There is a high level of pride of ownership and the City should encourage that attitude to continue.

Property Values: The City should support the maintenance of public and private space in order to maintain property values. Maintaining property values is important for residents and the overall quality of the City.

Public Involvement: Residents should have opportunities and be encouraged to become involved in civic activities and events, local charities, youth programs, etc. Involve residents in City redevelopment decisions. Support local service clubs and volunteer activities. Put up signs to advertise existing organizations (i.e. Kiwanis Club).

Public Employees: The City employees have a good "public servant" mentality and that helps to reinforce the small town satisfaction that people feel who live here.

Quality: The City focus needs to be on high value and quality results for its services and facility improvements, not just on the lowest direct immediate cost.

Recreation: Joint use of schools for playground purposes should be expanded, including such uses as a skateboard park.

Recreational Opportunities: Existing recreational facilities should be enhanced and improved. Additional activities should be considered for children and adults. New facilities such as an auditorium, swimming pool or skateboard park would create new recreational opportunities.

Remodeling: Residential and Commercial remodeling projects need guidance to achieve a better overall quality because change can be made over time, a few little areas at a time.

Resources: Recognizing that we will continue to be faced with limited budgets, we must find ways of doing more with less and seek special funding wherever possible to "jump start" important initiatives.

Responsiveness: The City needs to find ways of being responsive to needs in a timely fashion; the small size of the organization should make that more possible than with larger jurisdictions.



CITY OF LA PALMA GENERAL PLAN

Revenues: The City needs to increase its revenues by attracting more successful businesses and converting the industrial area to more revenue producing uses.

School Boundaries: The City needs to resolve the school boundary issue, either by getting some of the boundaries changed (a difficult and problematic process) or by establishing agreements with the various school districts regarding coordination of school/city issues in La Palma.

School Districts: The boundaries of existing school districts should be simplified so that all La Palma children can attend the same schools. This will help to maintain City identity and bring residents together.

Schools: The quality of the schools is critical to the success of the City and every effort to collaborate with the school principals and their respective districts should be pursued.

SCORE: The score program should be strengthened and preserved.

Senior Programs: The City should support senior programs and activities.

Small Town: This is a small town physically and in the sense that many people know each other because so many have been here for many years.

Small Town: There is a closeness because of the small size of the City which should not be lost.

Small Town: One of the prime assets of La Palma is its small town character and small physical size: that quality must be sustained through the General Plan and the actions it proposes.

Staffing: Although the City staff continues to provide quality service, it is desirable to expand the staff by one or two positions to sustain that quality as service demands on the City increase.

Strategy: We need to keep an open mind regarding the options facing the City without letting finances be a distracting factor in establishing priorities: some things may be so important that they just have to be accomplished in increments over time.

Strategy: It may work best to package programs together around key topics which render each program as more valuable than it would be in isolation.

Street Maintenance: Streets and medians need to be maintained and, in some cases, improved.

Streetscape: Repair sidewalks and improve street lighting. Walls along City streets should be improved with more planting, paint and possibly murals. Replace ficus trees with palm trees. This would also help prevent root damage to sidewalks. Walker Street needs to be aesthetically improved.

Streetscapes: Uninteresting block walls, sidewalks, parkway and median landscaping, and street maintenance are of uneven quality and must be improved on a continuous program basis.

Streetscapes: The block wall “canyon” effect needs to be softened or improved in some way to reduce the negative image this feature of the City presents.

Streetscapes: The miles of unattractive block walls give a dim impression of the City and something should be done to improve that situation, especially since many of the walls are getting old and will require repair/replacement anyway.

Tax Base: Encourage activities/uses that lead to an increase in City revenue levels. A strong tax base is needed to preserve existing City services and programs (i.e. strong police department) into the future. The retail tax base could be increased with new commercial uses, such as an outlet center with freeway visibility, in the industrial area.

Traditions: The City has begun to establish some important traditions, such as the Concert in the Park program and the La Palma Days celebration and Parade; a valuable community asset we should preserve.

Traffic: Control traffic and noise problems and reduce congestion on City streets. Speeds on City streets should be reduced, especially in areas where students walk to school. Orangethorpe and Walker is a dangerous intersection.

Traffic Congestion: It is not desirable to add further congestion to already difficult intersections, such as Walker and Orangethorpe (by building a senior citizens project) or Walker and Crescent (by building a single family housing development on Kennedy HS property).

Volunteers: The City has outstanding involvement by volunteers and that pattern needs to be continued and expanded into other areas.

Youth: We must continue to find ways to capitalize on the valuable youth resources we have and realize the potential they represent.

Youth Programs: Children are the residents of the future and should be supported with local activities, programs and resources. Jobs and mentoring programs could be coordinated through the City.



CITY OF LA PALMA GENERAL PLAN

Youth 20/20: This is an excellent program that is beginning to involve youth in character education and community service. It needs to expand to include relationships with families and senior citizens and the business community. It is a good start and needs to demonstrate some accomplishments. Seeking alternative funding to City support is an important objective.

Youth: For many of them, their concerns and problems are being unanswered; perhaps the good direction so far by Youth 20/20 can be built upon to demonstrate some results that will motivate/justify funding beyond what the City provides.

Youth: Increased community investment in the youth must be sustained.

Youth 20/20: The effort to create a 501(c)(3) Community Foundation is now underway and needs to be accomplished as quickly as possible so that additional support contributions and funding sources can be tapped.

Youth: Young people in the City need a place they can “hang out” that is safe, drug free, and not a detriment to adjacent residences.

Youth: We need to find ways to continue to harness the energy of young people and invest in their growth and community involvement.

Youth 20/20 and DARE: Ways should be found to accomplish these programs with a minimum impact on the future City budgets.



APPENDIX F

POLICY OPTION PAPERS

Three Policy Option Papers were developed and reviewed with the staff, Community Development Committee, and City Council. Paper No. 1 addressed the extent to which the industrial area of the City should be converted to other non-residential uses. Paper No. 2 explored the range of possible ways of preserving and enhancing the open space uses in the City. Paper No. 3 explored the possible future direction regarding development standards and their enforcement. The papers are included in this Appendix to enable users of the General Plan to understand the range of policy choices from which the City selected the direction contained in the General Plan. They follow the overview discussion below.

The purpose of these papers was to facilitate setting direction for these key topics. It was essential in this process to explore as complete a range of possibilities as could be reasonably considered. The reason was to enable City officials to be clear about what they do not want as well as what they do want. By this means, it was possible to focus the direction of City policy in appropriate chapters of the General Plan.

A. POLICY OPTION PAPER NO. 1: INDUSTRIAL AREA CONVERSION

The selected direction combines Options b. (Tightened Standards) and c. (Incorporate Some Commercial Uses). This involves tightening the development standards for industrial uses in this area so that the overall quality of La Palma's industrial sector remains strong in the market place and complements the quality of the nearby Centerpointe



development. At the same time, the City is open to some degree of transition to wholesale or retail commercial uses if the market for these develops. There is no intent to erode the industrial area so it completely changes character; nor is there intent to accommodate "big box" commercial uses. The bottom line is to maintain some degree of flexibility in accepting limited commercial conversion without changing the basic industrial character of the area. This policy direction would be implemented through subsequent modifications to the City's zoning ordinance.

B. POLICY OPTION PAPER NO. 2: OPEN SPACE/RECREATION RESOURCES

The selected direction combines Options b. (Increased Maintenance), c. (Limited New Improvements), e. (Other Agency Opportunities), f. (Additional Parkland), and g. (Commercial Recreation). This multi-faceted direction reflects the fact that La Palma has limited possibilities for expanding open space and recreation areas, given its largely built out condition. Nevertheless, the open space and recreation areas that do exist are highly valued resources. Prudence, driven by long term fiscal capabilities, suggests that moderation will be required in relation to all of the options to be pursued. Strength lies in having a mix of strategies for getting the most out of a limited resource base. A high standard of maintenance of existing facilities; bringing limited improvements on line as budgets permit; expanding mutual opportunities with other local governments, including school districts; and expanding the lease agreement with the Southern California Edison Company on a portion of their right-of-way, combine to define the City's open space/recreation area potentials and direction. It is even possible that some form of commercial recreation project could be attracted to the City to augment available recreation resources. This policy direction would be implemented by a combination of annual budget expenditures, special grants, agreements with local agencies, and negotiations for lease of additional Edison Company easement territory.

C. POLICY OPTION PAPER NO. 3: DEVELOPMENT STANDARDS AND ENFORCEMENT

This policy issue is divided into two components: 1) desired development standards, and 2) enforcement. The selected direction for standards is a.2. (Expanded, as contrasted with Limited or Comprehensive). The direction for enforcement is b.3. (Neighborhood Oriented, as contrasted with Status Quo, Initiative Oriented, or Aggressive).

The thrust of the development standards policy is to improve both the site development standards and qualitative guidance for development. The intent is that the small scale, incremental development improvements that will account for virtually all of the physical change in La Palma over the next 20 years cumulatively contributes to the City's quality of life. A heavy emphasis in revising development regulations responsive to this policy is making the entire land use administration system more coherent, easy to interpret, and manageable. This policy direction would be implemented by amending the zoning ordinance and, perhaps, changing certain land use administration procedures.

Enforcement direction represents a middle course that increases code enforcement attention and attempts to focus improvements so that they contribute to neighborhood cohesiveness and reinforce identity at the neighborhood level. This strategy seeks to harness the localized interests of residents who value sound property maintenance. The neighborhood scale is the one at which most people identify the impacts of deferred property maintenance or other property related problems. This policy direction would be implemented by increasing the City's code enforcement resources and, perhaps, changing certain operational procedures.



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APPENDIX G

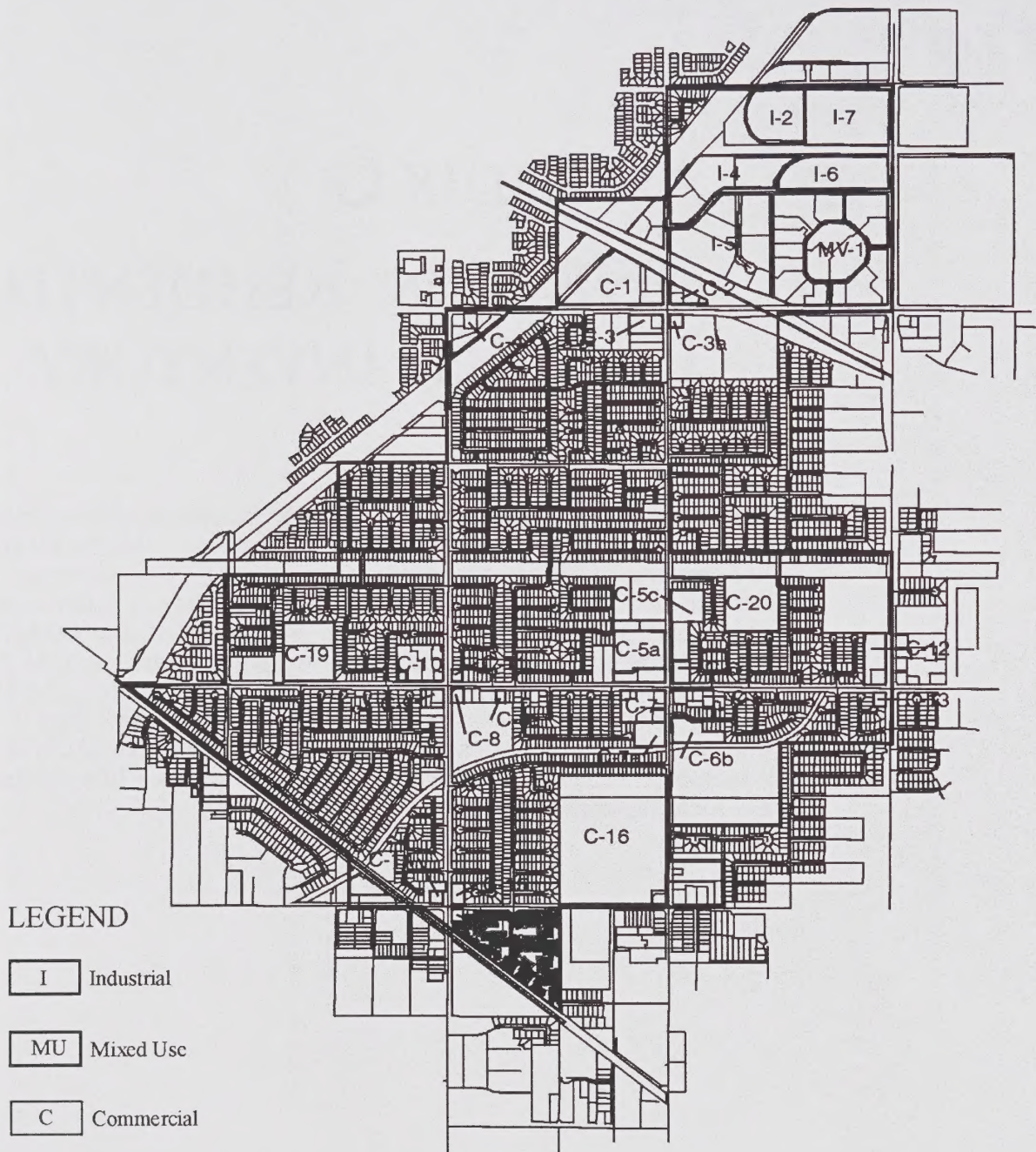
1998 NON-RESIDENTIAL LAND USE INVENTORY

The City of La Palma maintains a detailed inventory of non-residential land uses for planning and forecasting purposes. During the month of February, 1998, an inventory was conducted of all existing establishments within the City. For each business or public use (such as schools) the following information was recorded: the Assessor's Parcel Number; the street address; the zip code; the name of the establishment; the current zoning designation; and the general location per *Exhibit G-1, Land Use Inventory Sub-Areas*. This information is further categorized by Standard Industrial Classification codes by the City in order to track the type and mix of businesses that are locating in La Palma.



CITY OF LA PALMA GENERAL PLAN

Land Use Inventory Sub-Areas



City of La Palma
General Plan



Exhibit G-1



APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
262-212-47	8462 Moody Street		La Palma	90623	7-Eleven	C-1	C-15
262-212-47	8452 Moody Street		La Palma	90623	Vacant commercial store	C-1	C-15
262-212-47	8442 Moody Street		La Palma	90623	Vacant commercial store	C-1	C-15
262-212-47	8432 Moody Street		La Palma	90623	Velvet Touch Cleaners	C-1	C-15
262-212-47	8422 Moody Street		La Palma	90623	Star Hair	C-1	C-15
262-212-47	8412 Moody Street		La Palma	90623	Yummy Korean Restaurant	C-1	C-15
262-201-01	8281 Walker Street		La Palma	90623	John F. Kennedy High School		C-16
262-191-01	8132 Walker Street		La Palma	90623	Walker Junior High School		C-16
263-312-61	4875 La Palma Avenue		La Palma	90623	California State Bank	C-1	C-10
263-312-63	4877 La Palma Avenue		La Palma	90623	Jang Mo Restaurant	C-1	C-10
263-312-63	4881 La Palma Avenue		La Palma	90623	Gift Store	C-1	C-10
263-312-63	4883 La Palma Avenue		La Palma	90623	Restaurant	C-1	C-10
263-312-63	4885 La Palma Avenue		La Palma	90623	Hair Studio	C-1	C-10
263-312-63	4887 La Palma Avenue		La Palma	90623	Dental Care of La Palma	C-1	C-10
263-312-63	4889 La Palma Avenue		La Palma	90623	Bakery	C-1	C-10
263-312-63	4891 La Palma Avenue		La Palma	90623	Video Store	C-1	C-10
263-312-63	4941 La Palma Avenue		La Palma	90623	Han Nam Super	C-1	C-10
263-312-64	4943 La Palma Avenue		La Palma	90623	Scott Photography	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite A	La Palma	90623	Music Tower	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite B	La Palma	90623	Han Nam Barber	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite C	La Palma	90623	Cerritos Comics	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite D	La Palma	90623	Acupuncture	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite E	La Palma	90623	Art Studio	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite F	La Palma	90623	CPA	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite G	La Palma	90623	Piano and Violin Lessons	C-1	C-10
263-312-64	4943 La Palma Avenue	Suite H	La Palma	90623	Dance Studio	C-1	C-10
263-312-64	4945 La Palma Avenue		La Palma	90623	La Palma Cleaners	C-1	C-10
263-312-64	4947 La Palma Avenue		La Palma	90623	Vacant store	C-1	C-10

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
263-312-64	4949 La Palma Avenue		La Palma	90623	Jane's Coffee	C-1	C-10
263-312-64	4951 La Palma Avenue		La Palma	90623	Drug Emporium	C-1	C-10
263-312-64	4961 La Palma Avenue		La Palma	90623	La Palma Academy of Dance	C-1	C-10
263-312-64	4971 La Palma Avenue		La Palma	90623	Peek A Boo Children's Clothing	C-1	C-10
263-312-64	4981 La Palma Avenue		La Palma	90623	Flowers By Nancy	C-1	C-10
263-312-66	4991 La Palma Avenue		La Palma	90623	BBQ Restaurant	C-1	C-10
262-131-10	5513 La Palma Avenue		La Palma	90623	Walgreen's Pharmacy	C-1	C-6
262-131-11/12	5522 La Palma Avenue		La Palma	90623	Stepping Stones PreSchool	C-1	C-6
262-131-13	5532 La Palma Avenue		La Palma	90623	ABC Pool Products	C-1	C-6
263-263-44	5531 La Palma Avenue		La Palma	90623	Bank of America	OP	C-6a
263-263-43	7872 Walker Street	Suite 100	La Palma	90623	Harman Jones Medical Group	OP	C-5c
263-263-43	7872 Walker Street	Suite 101	La Palma	90623	La Palma Financial Services	OP	C-5c
263-263-43	7872 Walker Street	Suite 102	La Palma	90623	Dr. Pratibha A. Patel Pediatrician	OP	C-5c
263-263-43	7872 Walker Street	Suite 103	La Palma	90623	Case-Care	OP	C-5c
263-263-43	7872 Walker Street	Suite 104	La Palma	90623	Vacant	OP	C-5c
263-263-43	7872 Walker Street	Suite 105	La Palma	90623	La Palma Family Dentistry	OP	C-5c
263-263-43	7872 Walker Street	Suite 107	La Palma	90623	La Palma Surgical Neurology Group	OP	C-5c
263-263-43	7872 Walker Street	Suite 201	La Palma	90623	Body Works	OP	C-5c
263-271-01	7842 Walker Street		La Palma	90623	Library	OP	C-5c
263-271-01	7822 Walker Street		La Palma	90623	La Palma Civic Center - City Hall	OP	C-5c
263-271-01	7792 Walker Street		La Palma	90623	La Palma Civic Center - Police & Fire Dept.	OP	C-5c
263-281-02	7821 Walker Street		La Palma	90623	Central Park/Community Center		C-5c
263-21-03/04	7851 Walker Street	Suite 100	La Palma	90623	Charles Hulse, Manager	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 101	La Palma	90623	S.Y. Juhn, Internal Medicine and Primary Care	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 102	La Palma	90623	Vacant	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 103	La Palma	90623	Kanu K. Patel Orthopedic Surgery	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 104	La Palma	90623	CliniShare	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 105	La Palma	90623	CliniShare	OP	C-5a

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
263-21-03/04	7851 Walker Street	Suite 106	La Palma	90623	Harriman Jones Medical Records	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 107	La Palma	90623	LP Inter. Hosp. Human Resources/Employee Health	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 108	La Palma	90623	LP Intercomm. Hosp. Marketing & Communications	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 109	La Palma	90623	LP Intercomm. Hosp. Anaheim Business Development	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 110	La Palma	90623	LP Intercomm. Hosp. Anaheim Risk Management	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 201	La Palma	90623	Eugene M. Brown, DDS, General Denistry	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 202	La Palma	90623	La Palma Physical Therapy and Sports Medicine	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 203	La Palma	90623	LP Intercomm. Hosp. Training Classroom	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 204	La Palma	90623	vacant	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 205	La Palma	90623	LP Intercomm. Hosp. Com. Conf. Room	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 206	La Palma	90623	LP Intercomm. Hosp. Anaheim Volunteer Svcs	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 207	La Palma	90623	LP Intercomm. Hosp. Outpatient	OP	C-5a
263-21-03/04	7851 Walker Street	Suite 208	La Palma	90623	Psychiatric Services	OP	C-5a
262-201-02	8471 Walker Street		La Palma	90623	Chevron	C-1	C-16
262-380-01	5022 Crescent		La Palma	90623	Mobil	C-2	C-17
262-313-01	8511 Moody		La Palma	90623	Pauls Car Wash/Rockview Dairy	C-2	C-14
262-076-17	8201 Moody		La Palma	90623	Cerritos Valley Baptist Church		C-18
262-081-07	8122 Moody		La Palma	90623	Los Coyotes School		C-18
262-042-30	4962 La Palma		La Palma	90623	TGIs Catering	C-1	C-9
262-042-30	4972 La Palma		La Palma	90623	Youngs Tackle	C-1	C-9
262-042-30	4992 La Palma		La Palma	90623	Chief Auto Parts	C-1	C-9
262-081-06	5012 La Palma		La Palma	90623	Carl's Junior	C-1	C-8
263-302-61	5031 La Palma		La Palma	90623	ERA Real Estate Store	C-1	C-11
263-302-60	5021 La Palma		La Palma	90623	Car Wash Auto Detailing La Palma	C-1	C-11
263-312-65	4997 La Palma		La Palma	90623	La Capilla Cantina Mexican Restaurant	C-1	C-10
262-042-29	4952 La Palma		La Palma	90623	So. Calif. Joint Powers Insurance Authority	C-1	C-9
263-332-42	4631 La Palma		La Palma	90623	Steve Luther School		C-19
262-081-02	5112 La Palma		La Palma	90623	La Palma Pepper Tree Preschool Inc.	LDR	C-8a

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
263-281-12	7901 Walker		La Palma	90623	La Palma Inter Community Hospital	OP	C-5b
263-281-11	5451 La Palma		La Palma	90623	La Palma Inter Community Hospital	OP	C-5b
262-102-17	5410 La Palma		La Palma	90623	Century 21 Castle	C-1	C-7
262-102-17	5414 La Palma		La Palma	90623	Top Video	C-1	C-7
262-102-17	5418 La Palma		La Palma	90623	Palma Liquor	C-1	C-7
262-102-17	5420 La Palma		La Palma	90623	Ralphs	C-1	C-7
262-102-17	5422 La Palma		La Palma	90623	Dr. Michael Bold Optometry	C-1	C-7
262-102-17	5426 La Palma		La Palma	90623	Susan's Place Hair, Etc	C-1	C-7
262-102-17	5430 La Palma		La Palma	90623	Duke's Travel	C-1	C-7
262-102-17	5434 La Palma		La Palma	90623	LaundroMat	C-1	C-7
262-102-17	5438 La Palma		La Palma	90623	Boutique	C-1	C-7
262-102-17	5444 La Palma		La Palma	90623	Fancy Time	C-1	C-7
262-102-17	5446 La Palma		La Palma	90623	Keys Made/Shoe Repair	C-1	C-7
262-102-17	5448 La Palma		La Palma	90623	Sparkling Cleaners	C-1	C-7
262-102-17	5454 La Palma		La Palma	90623	Wholesale Jewelry	C-1	C-7
262-102-17	5456 La Palma		La Palma	90623	Chinese Food	C-1	C-7
262-102-17	5462 La Palma		La Palma	90623	Beauty Supply	C-1	C-7
262-102-17	5466 La Palma		La Palma	90623	Acupuncture	C-1	C-7
262-102-17	5486 La Palma		La Palma	90623	Dentistry	C-1	C-7
262-102-20	8111 Walker		La Palma	90623	United Methodist Church of La Palma		C-7a
262-133-26	8082 Walker		La Palma	90623	La Palma Christian Center		C-6b
262-102-16	5482 La Palma		La Palma	90623	76	C-1	C-7
263-281-13	5471 La Palma		La Palma	90623	LP Intercomm. Hosp. Wound Care Center	OP	C-5b
262-142-38	5962 Valley View		La Palma	90623	Mobil	C-1	C-13
263-241-06	7811 Valley View		La Palma	90623	Johnnie's Jr Burgers	C-1	C-12
263-241-06	7821 Valley View		La Palma	90623	G&G European Tailoring	C-1	C-12
263-241-06	7831 Valley View		La Palma	90623	Cameo Escrow	C-1	C-12
263-241-06	7841 Valley View		La Palma	90623	Hungry Hero's	C-1	C-12

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
263-241-06	7851 Valley View		La Palma	90623	Vacant	C-1	C-12
263-241-06	7861 Valley View		La Palma	90623	Alpha Academy	C-1	C-12
263-241-06	7871 Valley View		La Palma	90623	JS Carpets & Interiors	C-1	C-12
263-241-06	7881 Valley View		La Palma	90623	La Palma Dental Care Roger Yang DDS	C-1	C-12
263-241-06	7921 Valley View		La Palma	90623	Frank's Liquor	C-1	C-12
263-241-06	7925 Valley View		La Palma	90623	Vacant	C-1	C-12
263-241-06	7931 Valley View		La Palma	90623	Vacant	C-1	C-12
263-241-06	7941 Valley View		La Palma	90623	Allstate Sales & Service	C-1	C-12
263-271-33	7751 Furman Road		La Palma	90623	George B. Miller School		C-20
263-071-01	5502 Orangethorpe		La Palma	90623	Mobil	C-1	C-3a
263-041-30	5472 Orangethorpe		La Palma	90623	Arco	C-1	C-3
263-041-29	5454 Orangethorpe		La Palma	90623	Yum Yum Donuts	C-1	C-3
263-041-29	5432 Orangethorpe		La Palma	90623	7-Eleven	C-1	C-3
263-041-29	5436 Orangethorpe		La Palma	90623	Nexus Salon	C-1	C-3
263-041-29	5440 Orangethorpe		La Palma	90623	Paesano's pizza & subs	C-1	C-3
263-041-29	5442 Orangethorpe		La Palma	90623	Cliffs Hideaway	C-1	C-3
263-041-29	5434 Orangethorpe		La Palma	90623	Shear Artisan	C-1	C-3
276-072-12	5355 Orangethorpe		La Palma	90623	ADP	C-2	C-1
263-011-07/10	7002 Moody	suite 201	La Palma	90623	Kumon	C-2	C-4
263-011-07/10	7002 Moody	suite 204	La Palma	90623	Acclaim Academic	C-2	C-4
263-011-07/10	7002 Moody	suite 219	La Palma	90623	La Palma Institute	C-2	C-4
263-011-07/10	7002 Moody	suite 206	La Palma	90623	Little Artist	C-2	C-4
263-011-07/10	7002 Moody	suite 205c	La Palma	90623	KYP Cruises & Tours	C-2	C-4
263-011-07/10	7002 Moody	suite 205d	La Palma	90623	Zion Music Zone	C-2	C-4
263-011-07/10	7002 Moody	suite 207 & 208	La Palma	90623	CPA Office	C-2	C-4
263-011-07/10	7002 Moody	suite 209	La Palma	90623	Golden Bells Insurance	C-2	C-4
263-011-07/10	7002 Moody	suite 228	La Palma	90623	Dental Braces	C-2	C-4
263-011-07/10	7002 Moody	suite 215	La Palma	90623	Lucid International	C-2	C-4

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
263-011-07/10	7002 Moody	suite 100-101	La Palma	90623	Han Sam Academy	C-2	C-4
263-011-07/10	7002 Moody	suite 102	La Palma	90623	Allstate	C-2	C-4
263-011-07/10	7002 Moody	suite 103	La Palma	90623	La Palma Travel	C-2	C-4
263-011-07/10	7002 Moody	suite 105	La Palma	90623	Los Cerritos Realty	C-2	C-4
263-011-07/10	7002 Moody	suite 106	La Palma	90623	vacant	C-2	C-4
263-011-07/10	7002 Moody	suite 107	La Palma	90623	Uptown Computer	C-2	C-4
263-011-07/10	7002 Moody	suite 108	La Palma	90623	Head to Head Hair Salon	C-2	C-4
263-011-07/10	7002 Moody	suite 110	La Palma	90623	Sun Cleaner	C-2	C-4
263-011-07/10	7002 Moody	suite 111	La Palma	90623	New Hair Salon	C-2	C-4
263-011-07/10	7002 Moody	suite 111-A	La Palma	90623	Han Bitz Acupuncture	C-2	C-4
263-011-07/10	7002 Moody	suite 112	La Palma	90623	Korean Christian Center	C-2	C-4
263-011-12	5062 Orangethorpe		La Palma	90623	McDonalds	C-2	C-4
263-011-01	5014 Orangethorpe		La Palma	90623	76	C-2	C-4
276-071-09	6811 Walker		La Palma	90623	FEC	M-1	I-3
276-071-11	6951 Walker		La Palma	90623	FEC	M-1	I-3
276-071-10	6861 Fresca		La Palma	90623	FEC parking	M-1	I-3
276-081-01	6842 Walker		La Palma	90623	Cooper Lighting Division	M-1	I-5
276-051-35	5555 Fresca		La Palma	90623	Mathews	M-1	I-4
276-081-12	5572 Fresca		La Palma	90623	Papercon	M-1	I-4
276-081-13	5600 Fresca		La Palma	90623	Walters Wholesale Electric	M-1	I-4
276-081-33	5595 Fresca		La Palma	90623	E-HWA Synthetic Int'l Corp	M-1	I-4
276-081-12	6841 Marlin Circle		La Palma	90623	Power Trim Co. Lawn Edges	M-1	I-5
276-081-66	6907 Marlin Circle		La Palma	90623	Calico Exchange	M-1	I-5
276-081-22	6911 Marlin Circle		La Palma	90623	M&S Assembly	M-1	I-5
276-081-09	6892 Marlin Circle		La Palma	90623	Stewart/Walker Company	M-1	I-5
276-051-23	5701 Fresca		La Palma	90623	Greif Bros	M-1	I-4
276-081-03	5692 Fresca		La Palma	90623	Arcadia	M-1	I-5
276-051-34	5591 Fresca		La Palma	90623	City of La Palma water tank	M-1	I-4

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
276-051-20	5911 Fresca		La Palma	90623	Vacant	M-1	I-6
276-051-04	6565 Valley View		La Palma	90623	Kelly Springfield L.A. Distrib. Center	M-1	I-7
276-051-32	14030 183rd		La Palma	90623	Invacare	M-1	I-2
276-051-32	14000 183rd		La Palma	90623	Keebler	M-1	I-2
276-051-32	14020 183rd		La Palma	90623	Shaklee	M-1	I-2
263-241-06	7971 Valley View Street		La Palma	90623	Thai Food	C-1	C-12
263-241-06	5959 La Palma Avenue		La Palma	90623	Cacares Medical Group	C-1	C-12
263-241-45	5961 La Palma Avenue		La Palma	90623	Conroy's Flowers	C-1	C-12
263-241-06	7961 Valley View Street		La Palma	90623	Pacific Trends Mortgage	C-1	C-12
263-241-06	7955 Valley View Street		La Palma	90623	Health Center	C-1	C-12
263-241-06	7951 Valley View Street		La Palma	90623	Sports Medicine	C-1	C-12
263-241-06	7945 Valley View Street		La Palma	90623	Shear Indulgence Salon	C-1	C-12
276-073-05	5551 Orangethorpe Avenue		La Palma	90623	Dance Rax	C-1	C-2
276-073-04	5545 Orangethorpe Avenue		La Palma	90623	Kitano's Garden Center	C-1	C-2
276-073-03	5511 Orangethorpe Avenue		La Palma	90623	Tatsu Sushi Bar	C-1	C-2
276-073-03	5501 Orangethorpe Avenue		La Palma	90623	Granada Liquor	C-1	C-2
276-073-02	6940 Walker Street		La Palma	90623	Walker Street Dog&Cat Hospital/State Farm	C-1	C-2
276-072-16	5471 Orangethorpe Avenue		La Palma	90623	Sumitomo Bank	C-2	C-1
276-072-08	6901 Walker Street		La Palma	90623	Denny's Restaurant	C-2	C-1
276-072-12	5355 Orangethorpe Avenue		La Palma	90623	ADP	C-2	C-1
276-081-48	1 Centerpointe Drive, Building C	Suite 100	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 110	La Palma	90623	City National Bank	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 150	La Palma	90623	City National Bank	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 200	La Palma	90623	Brand Scaffold Services	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 210	La Palma	90623	Executive Suites	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 240	La Palma	90623	Gage-Babcock & Associates	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 250	La Palma	90623	Accountants On Call	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 260	La Palma	90623	The J. Morey Company	B-1	MU-1

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
276-081-48	1 Centerpointe Drive, Building C	Suite 280	La Palma	90623	WESTVACO	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 310	La Palma	90623	Ameriquet Mortgage	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 315	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 320	La Palma	90623	Macklin Industries	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 330	La Palma	90623	Robert Half International	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 340	La Palma	90623	Choice Young	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 350	La Palma	90623	Neotech	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 355	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 360	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 370	La Palma	90623	Autometrics	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 400	La Palma	90623	Nippon Travel	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 405	La Palma	90623	D.F.G. Restaurant, Inc.	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 410	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 420	La Palma	90623	Arden Realty, Inc.	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 430	La Palma	90623	GMAC	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 440	La Palma	90623	vacant	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 445	La Palma	90623	Milestone Mortgage	B-1	MU-1
276-081-48	1 Centerpointe Drive, Building C	Suite 450	La Palma	90623	Milestone Mortgage	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 100/110	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 140	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 150	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 160	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 200	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 300	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 400	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 420	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 450	La Palma	90623	ARCO Products	B-1	MU-1
276-081-61	4 Centerpointe Drive, Building A	Suite 480	La Palma	90623	ARCO Products	B-1	MU-1

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
276-081-61	4 Centerpointe Drive, Building A	Suite 490	La Palma	90623	ARCO Products	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 100	La Palma	90623	Stuart-Wright Mortgage	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 110	La Palma	90623	CREO, Inc.	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 150	La Palma	90623	Riviera Finance	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 170	La Palma	90623	C & H Toy	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 190	La Palma	90623	Stuart-Wright Mortgage	B-1	MU-1
276-081-49	5 Centerpointe Drive, Building G	Suite 200/300	La Palma	90623	Kaiser Health Foundation	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 100	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 110	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 120	La Palma	90623	Honeywell	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 130	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 150	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 200	La Palma	90623	ShinMaywa	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 220	La Palma	90623	Global Fibres, Inc.	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 230	La Palma	90623	Alto Pacific Corp.	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 250	La Palma	90623	Accountants Overload	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 270	La Palma	90623	vacant	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 280	La Palma	90623	Ameresco Residential Mortgage	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 285	La Palma	90623	Joseph Thompson	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 290	La Palma	90623	ShinMaywa	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 300	La Palma	90623	Honeywell, Inc.	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 400	La Palma	90623	CA Appeals Board	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 500	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 600	La Palma	90623	New York Life	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 630	La Palma	90623	RRPI Insurance	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 640	La Palma	90623	MobileComm	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 700	La Palma	90623	Diebold	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 720	La Palma	90623	Household Finance	B-1	MU-1

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
276-081-62	6 Centerpointe Drive, Building D	Suite 750	La Palma	90623	ARCO Products	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 760	La Palma	90623	World Trade Commission	B-1	MU-1
276-081-62	6 Centerpointe Drive, Building D	Suite 780	La Palma	90623	Gregory Roth	B-1	MU-1
276-081-62	8 Centerpointe Drive	Parking Structure	La Palma	90623	C&C Auto Detailing	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 1	La Palma	90623	The Marketplace	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 2	La Palma	90623	BWI Graphics/Printing	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 3	La Palma	90623	La Palma Cafe	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 4	La Palma	90623	Stuart-Wright Mortgage	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 5	La Palma	90623	Tokyo Grill	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 6	La Palma	90623	vacant	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 7	La Palma	90623	Next Day Signs	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 8	La Palma	90623	vacant	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 9	La Palma	90623	vacant	B-1	MU-1
276-081-64	10 Centerpointe Drive, Building E	Suite 10	La Palma	90623	Prestige Cleaners	B-1	MU-1
276-081-42	18 Centerpointe Drive, Building G	Suite 100	La Palma	90623	ADP	B-1	MU-1
276-081-42	18 Centerpointe Drive, Building G	Suite 110	La Palma	90623	USA Today/Gannett	B-1	MU-1
276-081-42	18 Centerpointe Drive, Building G	Suite 120	La Palma	90623	MobileMedia	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 100	La Palma	90623	Vicenia & Buckley	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 105	La Palma	90623	Compusource	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 110	La Palma	90623	Philips Medical Systems	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 120	La Palma	90623	vacant	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 130	La Palma	90623	Vanstar Corporation	B-1	MU-1
276-081-52	20 Centerpointe Drive, Building H	Suite 140	La Palma	90623	National Computer Systems	B-1	MU-1
276-081-52	22 Centerpointe Drive, Building R	Suite 100	La Palma	90623	Xeros Corporation	B-1	MU-1
276-081-52	22 Centerpointe Drive, Building R	Suite 110	La Palma	90623	Nippon Express Travel	B-1	MU-1
276-081-54	24 Centerpointe Drive, Building Q	Suite 100	La Palma	90623	Nortel	B-1	MU-1
276-081-40	26 Centerpointe Drive, Building J	Suite 100	La Palma	90623	TCR Industries	B-1	MU-1
276-081-40	26 Centerpointe Drive, Building J	Suite 105	La Palma	90623	Adv. Telecommunications, Inc.	B-1	MU-1

APN	Street Address	Address 2	City	Zip	Establishment	Zoning	Location
276-081-40	26 Centerpointe Drive, Building J	Suite 110	La Palma	90623	vacant	B-1	MU-1
276-081-40	26 Centerpointe Drive, Building J	Suite 115	La Palma	90623	United Distillers	B-1	MU-1
276-081-40	26 Centerpointe Drive, Building J	Suite 120	La Palma	90623	vacant	B-1	MU-1
276-081-39	28 Centerpointe Drive, Building K	Suite 100	La Palma	90623	Wang Laboratories	B-1	MU-1
276-081-39	28 Centerpointe Drive, Building K	Suite 110/115	La Palma	90623	vacant	B-1	MU-1
276-081-39	28 Centerpointe Drive, Building K	Suite 130	La Palma	90623	Precision Instrument	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 1/2/3	La Palma	90623	A'Roma Ristorante	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 4/5	La Palma	90623	vacant	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 6	La Palma	90623	vacant	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 7/8/9A	La Palma	90623	Centerstage Hair Co.	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 9B	La Palma	90623	vacant	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 10	La Palma	90623	Licauco-Tan	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 11	La Palma	90623	Talent Tree	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 12/13	La Palma	90623	Togo's Eatery	B-1	MU-1
276-081-38	30 Centerpointe Drive, Building L	Suite 14	La Palma	90623	Federal Express	B-1	MU-1
276-081-46	2 Centerpointe		La Palma	90623	Panda Inn	B-1	MU-1
276-081-50	3 Centerpointe		La Palma	90623	La Quinta Inn	B-1	MU-1
276-081-43	14 Centerpointe		La Palma	90623	Flightline Industries	B-1	MU-1
276-081-36	38 Centerpointe	Suite 1	La Palma	90623	vacant	B-1	MU-1
276-081-36	38 Centerpointe	Suite 2	La Palma	90623	Finicky Frammer	B-1	MU-1
276-081-36	38 Centerpointe	Suite 3	La Palma	90623	Minuteman Press	B-1	MU-1
276-081-36	40 Centerpointe		La Palma	90623	Chili's	B-1	MU-1
276-081-51	50 Centerpointe		La Palma	90623	Vacant	B-1	MU-1



APPENDIX H

THE GENERAL PLAN

GLOSSARY

The terms in this glossary are adapted from the California General Plan Glossary, 1997, published by the California Planning Roundtable, Naphtali H. Knox, AICP, and Charles E. Knox, Editors. Any errors in the adaptation are the responsibility of the Governor's Office of Planning and Research. Some terminology is further modified to reflect specific usage in the City of La Palma.

A. ABBREVIATIONS

ADT:	Average daily trips made by vehicles or persons in a 24-hour period
BMR:	Below-market-rate dwelling unit
CC&Rs:	Covenants, Conditions, and Restrictions
CDBG:	Community Development Block Grant
CEQA:	California Environmental Quality Act
CHFA:	California Housing Finance Agency
CIP:	Capital Improvements Program
CMP:	Congestion Management Plan
CNEL:	Community Noise Equivalent Level
COG:	Council of Governments
CRA:	Community Redevelopment Agency
dB:	Decibel
EIR:	Environmental Impact Report (State)
EIS:	Environmental Impact Statement (Federal)
FAR:	Floor Area Ratio
FAUS:	Federal Aid to Urban Systems
FEMA:	Federal Emergency Management Agency



FHWA:	Federal Highway Administration
FIR:	Fiscal Impact Report
FIRM:	Flood Insurance Rate Map
GMI:	Gross Monthly Income
GOPR:	Governor's Office of Planning and Research, State of California
HAP:	Housing Assistance Plan
HCD:	Housing and Community Development Department of the State of California.
HOV:	High Occupancy Vehicle
HUD:	U.S. Department of Housing and Urban Development
JPA:	Joint Powers Authority
LAFCO:	Local Agency Formation Commission
LHA:	Local Housing Authority
LOS:	Level of Service
NEPA:	National Environmental Policy Act
PUD:	Planned Unit Development
UBC:	Uniform Building Code
UHC:	Uniform Housing Code
TDM:	Transportation Demand Management
TDR:	Transfer of Development Rights
TOD:	Transit-oriented Development
TSM:	Transportation Systems Management
VMT:	Vehicle Miles Traveled

B. DEFINITIONS

Acceptable Risk: A hazard that is deemed to be a tolerable exposure to danger given the expected benefits to be obtained. Different levels of acceptable risk may be assigned according to the potential danger and the criticalness of the threatened structure. The levels may range from "near zero" for nuclear plants and natural gas transmission lines to "moderate" for open-space, ranches and low-intensity warehouse uses.

Acres, Gross: The entire acreage of a site. Gross acreage is calculated to the centerline of proposed bounding streets and to the edge of the right-of-way of existing or dedicated streets.

Acres, Net: The portion of a site that can actually be built upon. The following are not included in the net acreage of a site: public or private road rights-of-way, public open-space, and flood ways.

Adaptive Reuse: The conversion of obsolescent or historic buildings from their original or most recent use to a new use. For example, the

conversion of former hospital or school buildings to residential use, or the conversion of an historic single-family home to office use.

Affordable Housing: Housing capable of being purchased or rented by a household with very low, low, or moderate income, based on a household's ability to make monthly payments necessary to obtain housing. "Affordable to low-and moderate-income households" means that at least 20 percent of the units in a development will be sold or rented to lower income households, and the remaining units to either lower or moderate income households. Housing units for lower income households must sell or rent for a monthly cost not greater than 30 percent of 60 percent of area median income as periodically established by HCD. Housing units for moderate income must sell or rent for a monthly cost not greater than 30 percent of area median income.

Air Rights: The right granted by a property owner to a buyer to use space above an existing right-of-way or other site, usually for development.

Ambient: Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air and other environments.

Annex, v.: To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

Aquifer: An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. Aquifers generally hold sufficient water to be used as a water supply.

Architectural Control; Architectural Review: Regulations and procedures requiring the exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of surrounding areas. A process used to exercise control over the design of buildings and their settings. (See "Design Review")

Arterial Highway: Medium to higher speeds (30-55 mph), medium to higher capacity (10,000-50,000 average daily trips) roadway that provides intra- and inter-community travel and access to the regional highway and freeway system. Access to community arterials should be provided at collector roads and local streets, discouraging direct access from parcels to existing arterials.

Assessment District: See "Benefit Assessment District."



Assisted Housing: Generally multi-family rental housing, but sometimes single-family ownership units, whose construction, financing, sales prices, or rents have been subsidized by federal, state, or local housing programs including, but not limited to Federal §8 (new construction, substantial rehabilitation, and loan management set-asides), Federal §§ 213, 236, and 202, Federal §221(d)(3) (below-market interest rate program), Federal §101 (rent supplement assistance), CDBG, FmHA §515, multi-family mortgage revenue bond programs, local redevelopment and *in lieu* fee programs, and units developed pursuant to local inclusionary housing and density bonus programs. By January 1, 1992, all California Housing Elements are required to address the preservation or replacement of assisted housing that is eligible to change to market rate housing by 2002.

Attainment: Compliance with State and federal ambient air quality standards within an air basin. (See "Non-attainment")

Base Flood: In any given year, a 100-year flood that has a one percent likelihood of occurring, and is recognized as a standard for acceptable risk.

Below-market-rate (BMR): (1) Any housing unit specifically priced to be sold or rented to low- or moderate-income households for an amount less than the fair-market value of the unit. Both the State of California and the U.S. Department of Housing and Urban Development set standards for determining which households qualify as "low income" or "moderate income." (2) The financing of housing at less than prevailing interest rates.

Benefit Assessment District: An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. A Benefit Assessment District has no independent life; it is strictly a financing mechanism for providing public infrastructure as allowed under various statutes. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.

Bicycle Lane (Class II facility): A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

Bicycle Path (Class I facility): A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

Bicycle Route (Class III facility): A facility shared with motorists and identified only by signs, a bicycle route has no pavement markings or lane stripes.

Bikeways: A term that encompasses bicycle lanes, bicycle paths, and bicycle routes.

Biotic Community: A group of living organisms characterized by a distinctive combination of both animal and plant species in a particular habitat.

Blight: A condition of a site, structure, or area that may cause nearby buildings and/or areas to decline in attractiveness and/or utility. The Community Redevelopment Law (Health and Safety Code, Sections 33031 and 33032) contains a definition of blight used to determine eligibility of proposed redevelopment project areas.

Blueline Stream: A watercourse shown as a blue line on a U.S. Geological Service topographic quadrangle map.

Bond: An interest-bearing promise to pay a stipulated sum of money, with the principal amount due on a specific date. Funds raised through the sale of bonds can be used for various public purposes.

Brownfield: An area with abandoned, idle, or under-used industrial and commercial facilities where expansion, redevelopment, or reuse is complicated by real or perceived environmental contamination. (See "Greenfield")

Buffer Zone: An area of land separating two distinct land uses that acts to soften or mitigate the effects of one land use on the other.

Buildout; Build-out: Development of land to its full potential or theoretical capacity as permitted under current or proposed planning or zoning designations. (See "Carrying Capacity (3)")

California Environmental Quality Act (CEQA): A State law requiring State and local agencies to regulate activities with consideration for environmental protection. If a proposed activity has the potential for a significant adverse environmental impact, an Environmental Impact Report (EIR) must be prepared and certified as to its adequacy before taking action on the proposed project.



California Housing Finance Agency (CHFA): A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low-and moderate-income housing.

Caltrans: California Department of Transportation.

Capital Improvements Program (CIP): A program established by a city or county government and reviewed by its planning commission, which schedules permanent improvements, usually for a minimum of five years in the future, to fit the projected fiscal capability of the local jurisdiction. The program generally is reviewed annually, for conformance to and consistency with the general plan.

Carrying Capacity: Used in determining the potential of an area to absorb development: (1) The level of land use, human activity, or development for a specific area that can be accommodated permanently without an irreversible change in the quality of air, water, land, or plant and animal habitats. (2) The upper limits of development beyond which the quality of human life, health, welfare, safety, or community character within an area will be impaired. (3) The maximum level of development allowable under current zoning. (See "Buildout")

Channelization: (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

Clustered Development: Development in which a number of dwelling units are placed in closer proximity than usual, or are attached, with the purpose of retaining an open-space area.

Collector: Relatively-low-speed (25-30 mph), relatively-low-volume (5,000-20,000 average daily trips) street that provides circulation within and between neighborhoods. Collectors usually serve short trips and are intended for collecting trips from local streets and distributing them to the arterial network.

Community Care Facility: Elderly housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of

medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See "Congregate Care")

Community Development Block Grant (CDBG): A grant program administered by the U.S. Department of Housing and Urban Development (HUD) on a formula basis for entitlement communities, and by the State Department of Housing and Community Development (HCD) for non-entitled jurisdictions. This grant allots money to cities and counties for housing rehabilitation and community development, including public facilities and economic development.

Community Noise Equivalent Level (CNEL): A 24-hour energy equivalent level derived from a variety of single-noise events, with weighting factors of 5 and 10 dBA applied to the evening (7 PM to 10 PM) and nighttime (10 PM to 7 AM) periods, respectively, to allow for the greater sensitivity to noise during these hours.

Community Park: Land with full public access intended to provide recreation opportunities beyond those supplied by neighborhood parks. Community parks are larger in scale than neighborhood parks but smaller than regional parks.

Community Redevelopment Agency (CRA): A local agency created under California Redevelopment Law (Health & Safety Code §33000, et. seq.), or a local legislative body that has been elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency's plans must be compatible with adopted community general plans.

Concurrency: Installation and operation of facilities and services needed to meet the demands of new development simultaneous with the development.

Condominium: A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

Congestion Management Plan (CMP): A mechanism employing growth management techniques, including traffic level of service requirements, standards for public transit, trip reduction programs involving transportation systems management and jobs/ housing balance strategies, and capital improvement programming, for the



purpose of controlling and/or reducing the cumulative regional traffic impacts of development.

Consistency; Consistent With: Free from significant variation or contradiction. The various diagrams, text, goals, policies, and programs in the general plan must be consistent with each other, not contradictory or preferential. The term “consistent with” is used interchangeably with “conformity with.” The courts have held that the phrase “consistent with” means “agreement with; harmonious with.” Webster defines “conformity with” as meaning harmony, agreement when used with “with.” The term “conformity” means in harmony therewith or agreeable to (Sec 58 Ops.Cal.Atty.Gen. 21, 25 [1975]). California State law also requires that a general plan be internally consistent and also requires consistency between a general plan and implementation measures such as the zoning ordinance. As a general rule, an action program or project is consistent with the general plan if, considering all its aspects, it will further the objectives and policies of the general plan and not obstruct their attainment.

Covenants, Conditions, and Restrictions (CC&Rs): A term used to describe restrictive limitations that may be placed on property and its use, and which usually are made a condition of holding title or lease.

Critical Facility: Facilities housing or serving many people, that are necessary in the event of an earthquake or flood, such as hospitals, fire, police, and emergency service facilities, utility “lifeline” facilities, such as water, electricity, and gas supply, sewage disposal, and communications and transportation facilities.

Cul-de-sac: A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

Cumulative Impact: As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

dB: Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear. See the noise element guidelines in Appendix A for a technical definition.

dBA: The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing. Every increase of 10 dBA doubles the perceived loudness though the noise is actually ten times more intense.

Dedication: The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the

governmental agency having jurisdiction over the public function for which it will be used. Dedications for roads, parks, school sites, or other public uses often are made conditions for approval of a development by a city or county.

Dedication, In lieu of: Cash payments that may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

Defensible space: Open-spaces, entry points, and pathways configured to provide maximum opportunities to rightful users and/or residents to defend themselves against intruders and criminal activity.

Deficiency Plan: An action program for improving or preventing the deterioration of level of service on the Congestion Management Agency street and highway network.

Density, Residential: The number of permanent residential dwelling units per acre of land. Densities specified in the General Plan may be expressed in units per gross acre or per net developable acre. (See "Acres, Gross," and "Developable Acres, Net")

Density Bonus: The allocation of development rights that allows a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned. Under Government Code Section 65915, a housing development that provides 20 percent of its units for lower income households, or ten percent of its units for very low-income households, or 50 percent of its units for seniors, is entitled to a density bonus and other concessions.

Density, Employment: A measure of the number of employed persons per specific area (for example, employees/acre).

Design Review; Design Control: The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards. "Design Control" requires that certain specific things be done and that other things not be done. Design Control language is most often found within a zoning ordinance. "Design Review" usually refers to a system set up outside of the zoning ordinance, whereby projects are reviewed against certain standards and criteria by a specially established design review board or committee. (See "Architectural Control")



Detachment: Withdrawal of territory from a special district or city; the reverse of annexation.

Detention Dam/Basin/Pond: Dams may be classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods. Detention dams fall into two main types. In one type, the water is temporarily stored, and released through an outlet structure at a rate that will not exceed the carrying capacity of the channel downstream. Often, the basins are planted with grass and used for open-space or recreation in periods of dry weather. The other type, most often called a **Retention Pond**, allows for water to be held as long as possible and may or may not allow for the controlled release of water. In some cases, the water is allowed to seep into the permeable banks or gravel strata in the foundation. This latter type is sometimes called a **Water-Spreading Dam or Dike** because its main purpose is to recharge the underground water supply. Detention dams are also constructed to trap sediment. These are often called **Debris Dams**.

Developable Acres, Net: The portion of a site that can be used for density calculations. Public or private road rights-of-way and flood control channels are not included in the net developable acreage of a site.

Developable Land: Land that is suitable as a location for structures and that can be developed free of hazards to, and without disruption of, or significant impact on, natural resource areas.

Development Agreement: A legislatively-approved contract between a jurisdiction and a person having legal or equitable interest in real property within the jurisdiction (California Government Code §65865 et. seq.) that “freezes” certain rules, regulations, and policies applicable to development of a property for a specified period of time, usually in exchange for certain concessions by the owner.

Development Fee: See “Impact Fee”

Dwelling Unit: A room or group of rooms (including sleeping, eating, cooking, and sanitation facilities, but not more than one kitchen), that constitutes an independent housekeeping unit, occupied or intended for occupancy by one household on a long-term basis.

Easement: Usually the right to use property owned by another for specific purposes or to gain access to another property. For example, utility companies often have easements on the private property of individuals to be able to install and maintain utility facilities.

Easement, Conservation: A tool for acquiring open-space with less than full-fee purchase, whereby a public agency buys only certain specific rights from the land owner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the land owner may devote the land in the future.)

Elderly: Persons age 62 and older. (See “Seniors”)

Elderly Housing: Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them.

Emergency Shelter: A facility that provides immediate and short-term housing and supplemental services for the homeless. Shelters come in many sizes, but an optimum size is considered to be 20 to 40 beds. Supplemental services may include food, counseling, and access to other social programs. (See “Transitional Housing”)

Eminent Domain: The right of a public entity to acquire private property for public use by condemnation and the payment of just compensation.

Emission Standard: The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

Endangered Species: A species of animal or plant is considered to be endangered when its prospects for survival and reproduction are in immediate jeopardy from one or more causes.

Environment: CEQA defines environment as “the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, mineral, flora, fauna, noise, and objects of historic or aesthetic significance.”

Environmental Impact Report (EIR): A report required pursuant to the California Environmental Quality Act which assesses all the environmental characteristics of an area, determines what effects or impacts will result if the area is altered or disturbed by a proposed action, and identifies alternatives or other measures to avoid or reduce those impacts. (See “California Environmental Quality Act”)

Environmental Impact Statement (EIS): Under the National Environmental Policy Act, a statement on the effect of development



proposals and other major actions that significantly affect the environment.

Erosion: (1) The loosening and transportation of rock and soil debris by wind, rain, or running water. (2) The gradual wearing away of the upper layers of earth.

Exaction: A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) requirements found in many subdivision regulations.

Expansive Soils: Soils that swell when they absorb water and shrink as they dry.

Fair Market Rent: The rent, including utility allowances, determined by the United States Department of Housing and Urban Development for purposes of administering the Section 8 Existing Housing Program.

Family: (1) Two or more persons related by birth, marriage, or adoption [U.S. Bureau of the Census]. (2) An individual or a group of persons living together who constitute a *bona fide* single-family housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind [California].

Fault: A fracture in the earth's crust forming a boundary between rock masses that have shifted.

Feasible: Capable of being accomplished in a successful manner within a reasonable time taking into account economic, environmental, social, and technological factors.

Field Act: Legislation, passed after a 1933 Long Beach earthquake that collapsed a school, which established more stringent structural requirements and standards for construction of schools than for other buildings.

Fiscal Impact Analysis: A projection of the direct public costs and revenues resulting from population or employment change to the local jurisdiction(s) in which the change is taking place. Enables local governments to evaluate relative fiscal merits of general plans, specific plans, or projects.

Flood, 100-Year: The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year.

Flood Insurance Rate Map (FIRM): For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the risk premium zones applicable to that community.

Floodplain: The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the floodplain subject to a one percent chance of flooding in any given year is designated as an "area of special flood hazard" by the Federal Insurance Administration.

Floodplain Fringe: All land between the floodway and the upper elevation of the 100-year flood.

Floodway: The channel of a river or other watercourse and the adjacent land areas that must be reserved in order to discharge the "base flood" without cumulatively increasing the water surface elevation more than one foot. No development is allowed in floodways.

Floor Area, Gross: The sum of the horizontal areas of the several floors of a building measured from the exterior face of exterior walls, or from the centerline of a wall separating two buildings, but not including any space where the floor-to-ceiling height is less than six feet. Some cities exclude specific kinds of space (*e.g.*, elevator shafts, parking decks) from the calculation of gross floor area.

Floor Area Ratio (FAR): The gross floor area permitted on a site divided by the total net area of the site, expressed in decimals to one or two places. For example, on a site with 10,000 net sq. ft. of land area, a Floor Area Ratio of 1.0 will allow a maximum of 10,000 gross sq. ft. of building floor area to be built. On the same site, an FAR of 1.5 would allow 15,000 sq. ft. of floor area; an FAR of 2.0 would allow 20,000 sq. ft.; and an FAR of 0.5 would allow only 5,000 sq. ft. Also commonly used in zoning, FARs typically are applied on a parcel-by-parcel basis as opposed to an average FAR for an entire land use or zoning district.

Freeway: A high-speed, high-capacity, limited-access road serving regional and county-wide travel. Such roads are free of tolls, as contrasted with "turnpikes" or other "toll roads" now being introduced into Southern California. Freeways generally are used for long trips between major land use generators. At Level of Service D , they carry approximately 1,875 vehicles per lane per hour, in both directions. Major streets cross at a different grade level.

Granny Flat: See "Second Unit"



Ground Failure: Ground movement or rupture caused by strong shaking during an earthquake. Includes landslide, lateral spreading, liquefaction, and subsidence.

Ground Shaking: Ground movement resulting from the transmission of seismic waves during an earthquake.

Groundwater: Water under the earth's surface, often confined to aquifers capable of supplying wells and springs.

Groundwater Recharge: The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks that provide underground storage ("aquifers").

Growth Management: The use by a community of a wide range of techniques in combination to determine the amount, type, and rate of development desired by the community and to channel that growth into designated areas. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs. (See "Congestion Management Plan")

Habitat: The physical location or type of environment in which an organism or biological population lives or occurs.

Hazardous Material: Any substance that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

High-Occupancy Structure: All pre-1935 buildings with over 25 occupants, and all pre-1976 buildings with over 100 occupants.

High Occupancy Vehicle (HOV): Any vehicle other than a driver-only automobile (*e.g.*, a vanpool, a bus, or two or more persons to a car).

Historic Preservation: The preservation of historically significant structures and neighborhoods until such time as, and in order to facilitate, restoration and rehabilitation of the building(s) to a former condition.

Household: All those persons (related or unrelated), who occupy a single housing unit. (See "Family")

Households, Number of: The count of all year-round housing units occupied by one or more persons. The concept of *household* is important because the formation of new households generates the demand for housing. Each new household formed creates the need for one additional housing unit or requires that one existing housing unit be shared by two households. Thus, household formation can continue to take place even without an increase in population, thereby increasing the demand for housing.

Housing and Community Development Department (HCD): The State agency that has principal responsibility for assessing, planning for, and assisting communities to meet the needs of low- and moderate-income households.

Housing and Urban Development, U.S. Department of (HUD): A cabinet-level department of the federal government that administers housing and community development programs.

Housing Authority, Local (LHA): Local housing agency established in State law, subject to local activation and operation. Originally intended to manage certain federal subsidies, but vested with broad powers to develop and manage other forms of affordable housing.

Housing Unit: The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law. A housing unit has, at least, cooking facilities, a bathroom, and a place to sleep. It also is a dwelling that cannot be moved without substantial damage or unreasonable cost. (See "Dwelling Unit" "Family" and "Household")

Impact Fee: A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. Section 66000, et seq., specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.

Impervious Surface: Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.



Inclusionary Zoning: Provisions established by a public agency to require that a specific percentage of housing units in a project or development remain affordable to very low- and low- income households for a specified period.

Incubator Space: Retail or industrial space that is affordable to new, low-margin businesses.

Industrial: The manufacture, production, and processing of consumer goods. Industrial is often divided into “heavy industrial” uses, such as construction yards, quarrying, and factories; and “light industrial” uses, such as research and development and less intensive warehousing and manufacturing.

Infill Development: Development of vacant land (usually individual lots or left-over properties) within areas that are already largely developed.

Infrastructure: Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

In Lieu Fee: (See “Dedication, In lieu of”)

Institutional Uses: (1) Publicly or privately owned and operated activities such as hospitals, convalescent hospitals, intermediate care facilities, nursing homes, museums, and schools and colleges; (2) churches and other religious organizations; and (3) other non-profit activities of a welfare, educational, or philanthropic nature that cannot be considered residential, commercial, or industrial. (See “Public and Quasi-public Facilities”)

Intensity, Building: For residential uses, the actual number or the allowable range of dwelling units per net or gross acre. For non-residential uses, the actual or the maximum permitted floor area ratios (FARs).

Inter-agency: Indicates cooperation between or among two or more discrete agencies in regard to a specific program.

Interest, Fee: Entitles a land owner to exercise complete control over use of land, subject only to government land use regulations.

Interest, Less-than-fee: The purchase of interest in land rather than outright ownership; includes the purchase of development rights via conservation, open-space, or scenic easements. (See “Easement, Scenic,” “Lease,” and “Leasehold Interest”)

Issues: Important unsettled community matters or problems that are identified in a community's general plan and dealt with by the plan's objectives, policies, plan proposals, and implementation programs.

Jobs/Housing Balance; Jobs/Housing Ratio: The availability of affordable housing for employees. The jobs/housing ratio divides the number of jobs in an area by the number of employed residents. A ratio of 1.0 indicates a balance. A ratio greater than 1.0 indicates a net in-commute; less than 1.0 indicates a net out-commute.

Joint Powers Authority (JPA): A legal arrangement that enables two or more units of government to share authority in order to plan and carry out a specific program or set of programs that serves both units.

Land Banking: The purchase of land by a local government for use or resale at a later date. "Banked lands" have been used for development of low- and moderate-income housing, expansion of parks, and development of industrial and commercial centers. Federal rail-banking law allows railroads to bank unused rail corridors for future rail use while allowing interim use as trails.

Landmark: (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, state, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

Land Use Classification: A system for classifying and designating the appropriate use of properties.

Lateral Spreading: Lateral movement of soil, often as a result of liquefaction during an earthquake.

Ldn: Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighting applied to night-time sound levels. The Ldn is approximately numerically equal to the CNEL for most environmental settings.

Lease: A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

Leasehold Interest: (1) The interest that the lessee has in the value of the lease itself in condemnation award determination. (2) The difference between the total remaining rent under the lease and the



rent the lessee would currently pay for similar space for the same time period.

Leq: The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The Leq is a “dosage” type measure and is the basis for the descriptors used in current standards, such as the 24-hour CNEL used by the State of California.

Level of Service (LOS) Standard: A standard used by government agencies to measure the quality or effectiveness of a municipal service, such as police, fire, or library, or the performance of a facility, such as a street or highway.

Level of Service (Traffic): A scale that measures the amount of traffic that a roadway or intersection can accommodate, based on such factors as maneuverability, driver dissatisfaction, and delay.

Level of Service A: Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B: Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C: Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D: Designates the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E: Represents traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F: Describes unsatisfactory stop-and-go traffic characterized by “traffic jams” and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and “upstream” intersections may be blocked by the long queues.

Life-cycle Costing: A method of evaluating a capital investment that takes into account the sum total of all costs associated with the investment over the lifetime of the project.

Linkage: With respect to jobs/housing balance, a program designed to offset the impact of employment on housing need within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent *in-lieu* fee. The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.

Liquefaction: The transformation of loose, wet soil from a solid to a liquid state, often as a result of ground shaking during an earthquake.

Live-work Quarters: Buildings or spaces within buildings that are used jointly for commercial and residential purposes where the residential use of the space is secondary or accessory to the primary use as a place of work.

Local Agency Formation Commission (LAFCO): A five- or seven-member commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals. The LAFCO members generally include two county supervisors, two city council members, and one member representing the general public. Some LAFCOs include two representatives of special districts.

Local Coastal Program Land Use Plan: The relevant portion of a local government general plan or coastal element that details type, location, and intensity of land use, applicable resource protection and development policies, and, where necessary, implementation actions.

Low-income Household: A household with an annual income usually no greater than 80 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program.

Low-income Housing Tax Credits: Tax reductions provided by the federal and State governments for investors in housing for low-income households.

Manufactured Housing: Residential structures that are constructed entirely in the factory, and which since June 15, 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards Act of 1974 under the administration of the U.S.



Department of Housing and Urban Development (HUD). (See “Mobile Home” and “Modular Unit”)

Mean Sea Level: The average altitude of the sea surface for all tidal stages.

Median Strip: The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

Mercalli Intensity Scale: A subjective measure of the observed effects (human reactions, structural damage, geologic effects) of an earthquake. Expressed in Roman numerals from I to XII.

Microclimate: The climate of a small, distinct area, such as a city street or a building’s courtyard; can be favorably altered through functional landscaping, architecture, or other design features.

Minipark: Small neighborhood park of approximately one acre or less.

Mixed-use: Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A “single site” may include contiguous properties.

Mobile Home: A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park. (See “Manufactured Housing” and “Modular Unit”)

Moderate-income Household: A household with an annual income between the lower income eligibility limits and 120 percent of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development (HUD) for the Section 8 housing program. (See “Area” and “Low-income Household”)

Modular Unit: A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. Differs from mobile homes and manufactured housing by (in addition to lacking an integral chassis or permanent hitch to allow future movement) being subject to California housing law design standards. California standards are more restrictive than

federal standards in some respects (*e.g.*, plumbing and energy conservation). Also called **Factory-built Housing** and regulated by State law of that title. (See “Mobile Home” and “Manufactured Housing”)

Multiplier Effect: The recirculation of money through the economy multiplies its impact on jobs and income. For example, money paid as salaries to industrial and office workers is spent on housing, food, clothes and other locally-available goods and services. This spending creates jobs in housing construction, retail stores (*e.g.*, grocery and drug stores) and professional offices. The wage paid to workers in those industries is again re-spent, creating still more jobs. Overall, one job in basic industry is estimated to create approximately one more job in non-basic industry.

Municipal Services: Services traditionally provided by local government, including water and sewer, roads, parks, schools, and police and fire protection.

National Ambient Air Quality Standards: The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

National Environmental Policy Act (NEPA): An act passed in 1974 establishing federal legislation for national environmental policy, a council on environmental quality, and the requirements for environmental impact statements.

National Flood Insurance Program: A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

National Historic Preservation Act: A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and that authorized grants-in-aid for preserving historic properties.

National Register of Historic Places: The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation's history or whose artistic or architectural value is unique.

Natural State: The condition existing prior to development.

Neighborhood: A planning area commonly identified as such in a community's planning documents, and by the individuals residing and working within the neighborhood. Documentation may include a map prepared for planning purposes, on which the names and boundaries of the neighborhood are shown.



Neighborhood Park: City- or county-owned land intended to serve the recreation needs of people living or working within one-half mile radius of the park.

Neighborhood Unit: According to one widely-accepted concept of planning, the neighborhood unit should be the basic building block of the city. It is based on the elementary school, with other community facilities located at its center and arterial streets at its perimeter. The distance from the school to the perimeter should be a comfortable walking distance for a school-age child; there would be no through traffic uses. Limited industrial or commercial would occur on the perimeter where arterials intersect. This was a model for American suburban development after World War II.

Neotraditional Development: An approach to land use planning and urban design that promotes the building of neighborhoods with a mix of uses and housing types, architectural variety, a central public gathering place, interconnecting streets and alleys, and edges defined by greenbelts or boulevards. The basic goal is integration of the activities of potential residents with work, shopping, recreation, and transit all within walking distance.

Noise: Any sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing, or is otherwise annoying. Noise, simply, is "unwanted sound."

Noise Attenuation: Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

Noise Contour: A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 Ldn contour (measured in dBA) require noise attenuation in residential development.

Non-attainment: The condition of not achieving a desired or required level of performance. Frequently used in reference to air quality. (See "Attainment")

Non-conforming Use: A use that was valid when brought into existence, but by subsequent regulation becomes no longer conforming. "Non-conforming use" is a generic term and includes (1) non-conforming structures (by virtue of size, type of construction, location on land, or proximity to other structures), (2) non-conforming use of a conforming building, (3) non-conforming use of a non-conforming building, and (4) non-conforming use of land. Thus, any use lawfully existing on any piece of property that is inconsistent with

a new or amended general plan, and that in turn is a violation of a zoning ordinance amendment subsequently adopted in conformance with the general plan, will be a non-conforming use. Typically, non-conforming uses are permitted to continue for a designated period of time, subject to certain restrictions.

Notice (of Hearing): A legal document announcing the opportunity for the public to present their views to an official representative or board of a public agency concerning an official action pending before the agency.

Open-Space Land: Any parcel or area of land or water that is essentially unimproved and devoted to an open-space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

Ordinance: A law or regulation set forth and adopted by a governmental authority, usually a city or county.

Outdoor Advertising Structure: Any device used or intended to direct attention to a business, profession, commodity, service, or entertainment conducted, sold, or offered elsewhere than upon the lot where such device is located.

Outdoor Recreation Use: A privately or publicly owned or operated use providing facilities for outdoor recreation activities.

Overlay: A land use designation on the General Plan Land Use Map, or a zoning designation on a zoning map, that modifies the basic underlying designation in some specific manner.

Parcel: A lot in single ownership or under single control, usually considered a unit for purposes of development.

Park Land; Parkland: Land that is publicly owned or controlled for the purpose of providing parks, recreation, or open-space for public use.

Parking, Shared: A public or private parking area used jointly by two or more uses.

Parking Area, Public: An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

Parking Management: An evolving TDM technique designed to obtain maximum utilization from a limited number of parking spaces. Can involve pricing and preferential treatment for HOVs, non-peak period



users, and short-term users. (See “High Occupancy Vehicle” and “Transportation Demand Management”)

Parking Ratio: The number of parking spaces provided per 1,000 square of floor area (*e.g.*, 2:1 or “two per thousand.”)

Parking Space, Compact: A parking space (usually 7.5 feet wide by 16 feet long when perpendicular to a driveway or aisle) permitted in some localities on the assumption that many modern cars are significantly smaller, and require less room, than a standard automobile. A standard parking space, when perpendicular to a driveway or aisle, is usually 8.5 feet wide by 18 feet long.

Parks: Open-space lands whose primary purpose is recreation. (See “Open-Space Land,” “Community Park,” and “Neighborhood Park”)

Parkway: An expressway or freeway designed for non-commercial traffic only; usually located within a strip of landscaped park or natural vegetation.

Parkway Strip: A piece of land located between the rear of a curb and the front of a sidewalk, usually used for planting low ground cover and/or street trees, also known as “planter strip.”

Performance Standards: Zoning regulations that permit uses based on a particular set of standards of operation rather than on particular type of use. Performance standards provide specific criteria limiting noise, air pollution, emissions, odors, vibration, dust, dirt, glare, heat, fire hazards, wastes, traffic impacts, and visual impact of a use.

Plan Line: A precise line that establishes future rights-of-way along any portion of an existing or proposed street or highway and which is depicted on a map showing the streets and lot line or lines and the proposed right-of-way lines, and the distance thereof from the established centerline of the street or highway, or from existing or established property lines.

Planned Unit Development (PUD): A description of a proposed unified development, consisting at a minimum of a map and adopted ordinance setting forth the regulations governing, and the location and phasing of all proposed uses and improvements to be included in the development.

Planning Area: The area directly addressed by the general plan. A city’s planning area typically encompasses the city limits and potentially annexable land within its sphere of influence.

Planning Commission: A body, usually having five or seven members, created by a city or county in compliance with California law (§65100) which requires the assignment of the planning functions of the city or county to a planning department, planning commission, hearing officers, and/or the legislative body itself, as deemed appropriate by the legislative body.

Pollution, Non-Point: Sources for pollution that are less definable and usually cover broad areas of land, such as agricultural land with fertilizers that are carried from the land by runoff, or automobiles.

Pollution, Point: In reference to water quality, a discrete source from which pollution is generated before it enters receiving waters, such as a sewer outfall, a smokestack, or an industrial waste pipe.

Poverty Level: As used by the U.S. Census, families and unrelated individuals are classified as being above or below the poverty level based on a poverty index that provides a range of income cutoffs or "poverty thresholds" varying by size of family, number of children, and age of householder. The income cutoffs are updated each year to reflect the change in the Consumer Price Index.

Private Road/Private Street: Privately owned (and usually privately maintained) motor vehicle access that is not dedicated as a public street. Typically the owner posts a sign indicating that the street is private property and limits traffic in some fashion. For density calculation purposes, some jurisdictions exclude private roads when establishing the total acreage of the site; however, aisles within and driveways serving private parking lots are not considered private roads.

Pro Rata: Refers to the proportionate distribution of something to something else or to some group, such as the cost of infrastructure improvements associated with new development apportioned to the users of the infrastructure on the basis of projected use.

Public and Quasi-public Facilities: Institutional, academic, governmental and community service uses, either owned publicly or operated by non-profit organizations, including private hospitals and cemeteries.

Public Services: See "Municipal Services"

Reclamation: The reuse of resources, usually those present in solid wastes or sewage.

Reconstruction: As used in historic preservation, the process of reproducing by new construction the exact form and detail of a vanished structure, or part thereof, as it appeared during a specific



period of time. Reconstruction is often undertaken when the property to be reconstructed is essential for understanding and interpreting the value of an historic district and sufficient documentation exists to insure an exact reproduction of the original.

Recreation, Active: A type of recreation or activity that requires the use of organized play areas including, but not limited to, softball, baseball, football and soccer fields, tennis and basketball courts and various forms of children's play equipment.

Recreation, Passive: Type of recreation or activity that does not require the use of organized play areas.

Redevelop: To demolish existing buildings; or to increase the overall floor area existing on a property; or both; irrespective of whether a change occurs in land use.

Regional: Pertaining to activities or economies at a scale greater than that of a single jurisdiction, and affecting a broad geographic area.

Regional Housing Needs Plan/Share: A quantification by a COG or by HCD of existing and projected housing need, by household income group, for all localities within a region.

Regional Park: A park typically 150-500 acres in size focusing on activities and natural features not included in most other types of parks and often based on a specific scenic or recreational opportunity.

Rehabilitation: The repair, preservation, and/or improvement of substandard housing.

Retrofit: To add materials and/or devices to an existing building or system to improve its operation, safety, or efficiency. Buildings have been retrofitted to use solar energy and to strengthen their ability to withstand earthquakes, for example.

Rezoning: An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

Richter Scale: A measure of the size or energy release of an earthquake at its source. The scale is logarithmic; the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

Right-of-way: A strip of land occupied or intended to be occupied by certain transportation and public use facilities, such as roads, railroads, and utility lines.

Sanitary Landfill: The controlled placement of refuse within a limited area, followed by compaction and covering with a suitable thickness of earth and other containment material.

Sanitary Sewer: A system of subterranean conduits that carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (that carry surface water) and septic tanks or leech fields (that hold refuse liquids and waste matter on-site). (See "Septic System")

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Second Unit: A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot. "Granny Flat" is one type of second unit intended for the elderly.

Section 8 Rental Assistance Program: A federal (HUD) rent-subsidy program that is one of the main sources of federal housing assistance for low-income households. The program operates by providing "housing assistance payments" to owners, developers, and public housing agencies to make up the difference between the "Fair Market Rent" of a unit (set by HUD) and the household's contribution toward the rent, which is calculated at 30 percent of the household's adjusted gross monthly income (GMI). "Section 8" includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.

Seismic: Caused by or subject to earthquakes or earth vibrations.

Seniors: Persons age 62 and older. (See "Elderly")

Senior Housing: See "Elderly Housing"

Septic System: A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See "Sanitary Sewer")

Settlement: (1) The drop in elevation of a ground surface caused by settling or compacting. (2) The gradual downward movement of an engineered structure due to compaction. *Differential* settlement is uneven settlement, where one part of a structure settles more or at a different rate than another part.



Siltation: (1) The accumulating deposition of eroded material. (2) The gradual filling in of streams and other bodies of water with sand, silt, and clay.

Solar Access: The provision of direct sunlight to an area specified for solar energy collection when the sun's azimuth is within 45 degrees of true south.

Solar System, Active: A system using a mechanical device, such as a pump or a fan, and energy in addition to solar energy to transport a conductive medium (air or water) between a solar collector and the interior of a building for the purpose of heating or cooling.

Solar System, Passive: A system that uses direct heat transfer from thermal mass instead of mechanical power to distribute collected heat. Passive systems rely on building design and materials to collect and store heat and to create natural ventilation for cooling.

Solid Waste: Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood, but does not include sewage and hazardous materials. Organic wastes and paper products comprise about 75 percent of typical urban solid waste.

Specific Plan: A tool authorized by Government Code §65450 et seq. for the systematic implementation of the general plan for a defined portion of a community's planning area. A specific plan must specify in detail the land uses, public and private facilities needed to support the land uses, phasing of development, standards for the conservation, development, and use of natural resources, and a program of implementation measures, including financing measures.

Sphere of Influence: The probable physical boundaries and service area of a local agency, as determined by the Local Agency Formation Commission of the County.

Standards: (1) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. Government Code §65302 requires that general plans spell out the objectives, principles, "standards," and proposals of the general plan. Examples of standards might include the number of acres of park land per 1,000 population that the community will attempt to acquire and improve, or the "traffic Level of Service" (LOS) that the plan hopes to attain. (2) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions — for example, site-design regulations such as lot area, height limit, frontage, landscaping, and floor area ratio.

Stock Cooperative Housing: Multiple-family ownership housing in which the occupant of a unit holds a share of stock in a corporation that owns the structure in which the unit is located.

Street Tree Plan: A comprehensive plan for all trees on public streets that sets goals for solar access, and standards for species selection, maintenance, and replacement criteria, and for planting trees in patterns that will define neighborhood character while avoiding monotony or maintenance problems.

Streets, Local: See “Streets, Minor”

Streets, Major: The transportation network that includes a hierarchy of freeways, arterials, and collectors to service through traffic.

Streets, Minor: Local streets not shown on the Circulation Plan, Map, or Diagram, whose primary intended purpose is to provide access to fronting properties.

Streets, Through: Streets that extend continuously between other major streets in the community.

Structure: Anything constructed or erected that requires location on the ground (excluding swimming pools, fences, and walls used as fences).

Subdivision: The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. “Subdivision” includes a condominium project as defined in §1350 of the California Civil Code and a community apartment project as defined in §11004 of the Business and Professions Code.

Subdivision Map Act: Section 66410 et seq. of the California Government Code, this act vests in local legislative bodies the regulation and control of the design and improvement of subdivisions, including the requirement for tentative and final maps.

Subregional: Pertaining to a portion of a region.

Subsidence: The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activity, including earthquakes. (See “Settlement”)

Subsidize: To assist by payment of a sum of money or by the granting of terms or favors that reduce the need for monetary expenditures. Housing subsidies may take the forms of mortgage



interest deductions or tax credits from federal and/or state income taxes, sale or lease at less than market value of land to be used for the construction of housing, payments to supplement a minimum affordable rent, and the like.

Substandard Housing: Residential dwellings that, because of their physical condition, do not provide safe and sanitary housing.

Sustainability: Community use of natural resources in a way that does not jeopardize the ability of future generations to live and prosper.

Sustainable Development: Development that maintains or enhances economic opportunity and community well-being while protecting and restoring the natural environment upon which people and economies depend. Sustainable development meets the needs of the present without compromising the ability of future generations to meet their own needs. *(Source: Minnesota State Legislature)*

Tax Increment: Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20 percent to be used to increase and improve the community's supply of very low- and low-income housing.

Telecommuting: An arrangement in which a worker is at home or in a location other than the primary place of work, and communicates with the workplace and conducts work via wireless or telephone lines, using modems, fax machines, or other electronic devices in conjunction with computers.

Traffic Model: A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See "Trip")

Transfer of Development Rights: Also known as "Transfer of Development Credits," a program that can relocate potential development from areas where proposed land use or environmental impacts are considered undesirable (the "donor" site) to another ("receiver") site chosen on the basis of its ability to accommodate additional units of development beyond that for which it was zoned, with minimal environmental, social, and aesthetic impacts.

Transit: The conveyance of persons or goods from one place to another by means of a local, public transportation system.

Transit, Public: A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called "Mass Transit"

Transit-dependent: Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not own motorized vehicles. Transit-dependent citizens must rely on transit, para-transit, or owners of private vehicles for transportation. Transit-dependent citizens include the young, the handicapped, the elderly, the poor, and those with prior violations in motor vehicle laws.

Transit-oriented Development (TOD): A mixed-use community within an average 2,000-foot walking distance of a transit stop and core commercial area. TODs mix residential, retail, office, and public uses in a walkable environment, making it convenient for residents and employees to travel by transit, bicycle, foot, or car.

Transitional Housing: Shelter provided to the homeless for an extended period, often as long as 18 months, and generally integrated with other social services and counseling programs to assist in the transition to self-sufficiency through the acquisition of a stable income and permanent housing. (See "Homeless" and "Emergency Shelter")

Transportation Demand Management (TDM): A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to reduce the number of persons who drive alone on the roadway during the commute period and to increase the number in carpools, vanpools, buses and trains, walking, and biking. TDM can be an element of TSM (see below).

Transportation Systems Management (TSM): A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on more efficiently utilizing existing highway and transit systems rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

Trees, Street: Trees strategically planted — usually in parkway strips, medians, or along streets to enhance the visual quality of a street.

Trip: A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production



end” (or origin — often from home, but not always), and one “attraction end” (destination). (See “Traffic Model”)

Trip Generation: The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use for a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

Truck Route: A path of circulation required for all vehicles exceeding set weight or axle limits, a truck route follows major arterials through commercial or industrial areas and avoids sensitive areas.

Uniform Building Code (UBC): A national, standard building code that sets forth minimum standards for construction.

Uniform Housing Code (UHC): State housing regulations governing the condition of habitable structures with regard to health and safety standards, and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

Urban: Of, relating to, characteristic of, or constituting a city. Urban areas are generally characterized by moderate and higher density residential development (*i.e.*, three or more dwelling units per acre), commercial development, and industrial development, and the availability of public services required for that development, specifically central water and sewer, an extensive road network, public transit, and other such services (*e.g.*, safety and emergency response). Development not providing such services may be “non-urban” or “rural” (See “Urban Land Use”) CEQA defines “urbanized area” as an area that has a population density of at least 1,000 persons per square mile - (Public Resources Code §21080.14(b)).

Urban Design: The attempt to give form, in terms of both beauty and function, to selected urban areas or to whole cities. Urban design is concerned with the location, mass, and design of various urban components and combines elements of urban planning, architecture, and landscape architecture.

Urban Land Use: Residential, commercial, or industrial land use in areas where urban services are available.

Urban Services: Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area

Utility Corridors: Rights-of-way or easements for utility lines on either publicly or privately owned property. (See “Right-of-way” or “Easement”)

Vehicle-Miles Traveled (VMT): A key measure of overall street and highway use. Reducing VMT is often a major objective in efforts to reduce vehicular congestion and achieve regional air quality goals.

Very Low-income Household: A household with an annual income usually no greater than 50 percent of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development (HUD) for the 8 housing program.

View Corridor: The line of sight identified as to height, width, and distance of an observer looking toward an object of significance to the community (*e.g.*, ridgeline, river, historic building, *etc.*); the route that directs the viewers attention.

Viewshed: The area within view from a defined observation point.

Volume-to-Capacity Ratio: A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles passing through, divided by the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as V/C . At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a “peak period.” (See “Level of Service”)

Water-efficient Landscaping: Landscaping designed to minimize water use and maximize energy efficiency.

Watercourse: Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been channelized, but does not include manmade channels, ditches, and underground drainage and sewage systems.

Watershed: The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse that drains into a lake, or reservoir.

Waterway: See “Watercourse”



Zero Lot Line: A detached single family unit distinguished by the location of one exterior wall on a side property line.

Zone, Combining: A special purpose zone that is superimposed over the regular zoning map. Combining zones are used for a variety of purposes, such as airport compatibility, floodplain or wetlands protection, historic designation, or special parking regulations. Also called "overlay zone."

Zone, Interim: A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

Zone, Traffic: In a mathematical traffic model the area to be studied is divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

Zoning: The division of a city or county by legislative regulations into areas, or zones, that specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

Zoning District: A designated section of a city or county for which prescribed land use requirements and building and development standards are uniform.

Zoning, Exclusionary: Development regulations that result in the exclusion of low- and moderate-income and/or minority families from a community.

Zoning, Incentive: The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits (such as preservation of greater than the minimum required open-space; provision for low- and moderate-income housing; or plans for public plazas and courts at ground level) are included in a project.

Zoning, Inclusionary: Regulations that increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.



APPENDIX I ENVIRONMENTAL IMPACT REPORT

A. FINAL ENVIRONMENTAL IMPACT REPORT

**FINAL
ENVIRONMENTAL
IMPACT REPORT**

CITY OF LA PALMA

GENERAL PLAN

FINAL

ENVIRONMENTAL

IMPACT REPORT

STATE

CLEARINGHOUSE

#99021012



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1. Introduction

1. INTRODUCTION

This Environmental Impact Report (EIR) has been prepared, pursuant to requirements of the California Environmental Quality Act (CEQA) and the CEQA Guidelines for the City of La Palma General Plan Update (“the project”).

The proposed General Plan Update creates a vision for future conditions in the City and identifies key issues in maintaining the small town quality of La Palma. The vision of La Palma as a “Home Town” is based on prevailing characteristics such as family, opportunity, security and pride of ownership. The changes proposed as part of the General Plan Update are intended to support this vision.

The General Plan Update establishes nine land use designations for La Palma. Land use designations define the amount, type, and nature of development that is allowed in a given location of the Land Use Plan/Zoning Map. In addition, population and intensity standards are specified in accordance with State General Plan law. The City of La Palma Land Use Plan/Zoning Map (See Draft EIR, Figure 4.3-1) applies the land use designations to the parcels within the City of La Palma.

The General Plan Update would alter existing land use designations by modifying some of the current land use categories. In addition, fewer land use categories would be provided because several of the current categories would be combined to simplify administrative procedures and reflect existing conditions. Existing Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation in the General Plan Update. The proposed changes are primarily intended to reflect existing conditions. The majority of the changes in land use designations are intended to better reflect existing land uses. In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified.

The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated Neighborhood Business District, they would be converted to the Multi-Family Residential designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing apartment development. The City of La Palma’s Community Development Commission is anticipating assisting in the development of this project. No other land use changes have been made to accommodate new uses. However, the General Plan would also allow the subdivision of some existing large-scale Single Family Residential lots to provide a few additional housing units. Development on the few vacant lots remaining within the City would occur based on market conditions in the private sector.

The General Plan Update is intended to guide and influence future development related decisions in La Palma. To do that, it contains goals and policies that provide guidance for City officials. Goals describe general conditions that are desired. Policies state guidance to be used in future decision making. Goals and policies identified in the General Plan Update are provided in the Draft EIR (Table 4.3-1). The goals and policies identified place primary emphasis on maintaining exiting conditions in La Palma as well as the quality of existing City facilities and services. Focus has also been placed on steps the City can take through code enforcement and incentive programs to ensure that private property is well maintained. Other steps to maintain and improve the aesthetic conditions of the City include a program to improve the appearance of block walls along existing streets with maintenance and additional landscape materials. In addition, the General Plan Update would support a program to assist school districts in maintaining and improving school grounds. These improvements would have a functional and aesthetic component and would benefit school children as well as residents who use school facilities for recreational purposes during non-school hours. Although the City is almost entirely built-out, the General Plan Update would

1. Introduction

also support the provision of additional housing on available lots within the City, as well as the maintenance of existing housing, especially affordable housing.

1.1 ENVIRONMENTAL SIGNIFICANCE

The City of La Palma General Plan Draft EIR reviewed a full range of potential environmental impacts and determined that all of the potential impacts of the project were either not significant or could be mitigated to a less than significant level. There were no impacts that were found to remain significant and unavoidable as a result of the proposed project.

1.2 FINDINGS

CEQA requires that the Lead Agency issue findings prior to approving a project that has the potential to generate a significant impact on the environment. In these findings, the Lead Agency identifies significant impacts; presents facts supporting the conclusions reached in the analysis; makes one or more of three specific findings for each impact; and explains the reasoning behind the agency's findings. These findings are presented under a separate cover in the "Statement of Facts and Findings."

If the City of La Palma chooses to approve the project, it must first certify the EIR. Certification consists of the City's determination that the EIR has been completed in compliance with CEQA, that the City has reviewed and considered the information in the EIR and that the EIR reflects the City's independent judgement and analysis. The EIR is certified by resolution.

Prior to project approval, the City must also adopt a mitigation monitoring program. The City of La Palma General Plan Update Mitigation Monitoring Program is produced under separate cover.

1. Introduction

Insert NOC Distribution List here

2. Responses to Comments

2. RESPONSES TO COMMENTS

This section includes all written and oral responses received on the Draft EIR and the City of La Palma responses to each comment. Comment letters and specific comments are given letters and numbers for reference purposes. Where sections of the Draft EIR are excerpted in this document, the sections are shown indented. Changes to the Draft EIR text are shown in ***bold and italics*** for additions and ~~text~~ for deletions.

The following is a list of agencies that submitted comments on the Draft EIR during the public review period:

A:	California Department of Transportation	2/12/99	
B:	State of California Department of Conservation Division of Mines and Geology	3/4/99	
C:	County of Orange, Planning and Development Services	2/15/99	

2. Responses to Comments

Insert California Department of Transportation letter here

2. Responses to Comments

A. RESPONSES TO COMMENTS FROM ROBERT F. JOSEPH, CHIEF, ADVANCE PLANNING BRANCH, CALIFORNIA DEPARTMENT OF TRANSPORTATION

- 1A. The City recognizes that Caltrans has regulatory authority over development that directly or indirectly effects state facilities. The General Plan and EIR provide an overview of transportation systems in the City of La Palma. No further response is necessary.

2. Responses to Comments

B. Comments from Robert H. Sydnor, Senior Engineering Geologist, Department of Conservation Division of Mines and Geology.

Mr. Sydnor, Senior Engineering Geologist, provided oral comments on March 4, 1999, and stated that written comments would be provided at a later date. Since written comments have not yet been received, a summary of oral comments is provided below:

- 1B. The City of La Palma has been legally zoned for liquefaction, pursuant to the Seismic Hazards Mapping Act, as shown in the Los Alamitos Quadrangle. This information has been provided to the City of La Palma and should be incorporated into the Geologic Hazards analysis provided in the Environmental Impact report prepared for this project.
- 2B. The environmental analysis should address seismology and liquefaction.
- 3B. The EIR should address building foundation problems in the City of La Palma and the need for the utilization of Type V cement in construction projects.
- 4B. Statements should not be made that there are no geologic issues in the City of La Palma when legal findings have been made for the City in the Seismic Hazards Zoning Map (Los Alamitos Quadrangle).
- 5B. The City must comply with the requirements of Special Publication 117.

2. Responses to Comments

B. Response to Comments from Robert Sydnor, Senior Engineering Geologist, California Department of Conservation, Division of Mines and Geology.

- 1B. The City of La Palma recognizes that it will be required to implement applicable requirements of the Seismic Hazards Act of 1990 (Public Resources Code 2690-2699.6) based on the California Department of Conservation's finding that the entire City of La Palma is located within a Liquefaction Hazard Zone (Los Alamitos 7.5 minute quadrangle, California Department of Conservation, Division of Mines and Geology Open-File Report 98-10).

The implementation of the Seismic Hazards Mapping Act would be supported by the General Plan Update, as required by Policy 4.1 (City of La Palma General Plan Update, page 69):

Policy 4.1: Comply with all applicable requirements of the Seismic Hazards Mapping Act (Public Resources Code Division 2, Chapter 7.8)

The General Plan Update would not impact the ability of the City to comply with its duties under the Seismic Hazards Mapping Act. Individual development projects would continue to be reviewed on a site specific basis by the City, with applicable reports (including geotechnical reports) prepared to support development proposals and appropriate mitigation measures required by the City on a site-specific basis.

The following language is hereby added to the Initial Study prepared for this project (Appendix A of the City of La Palma General Plan EIR). Additions are provided in bold and italics and deletions are indicated with strikethrough text. These changes are provided for informational purposes only and do not alter the findings of the EIR prepared for this project.

City of La Palma General Plan EIR, Initial Study (Appendix A), page A-38:

2.1.1 c) Seismic ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense ground shaking. The potential for ground failure through liquefaction is partially dependent on the depth of the water table, which can vary considerably from year to year in the La Palma area.

The California Department of Conservation is mandated by the Seismic Hazards Act of 1990 (Public Resources Code 2690-2699.6) to identify and map the state's most prominent earthquake hazards, including areas where earthquakes are likely to cause shaking, liquefaction or other ground failure.

The California Department of Conservation Division of Mines and Geology has recently updated existing seismic hazard maps for portions of southern California, including the area covering the City of La Palma (Los Alamitos 7.5-minute quadrangle, California Department of Conservation, Division of Mines and Geology Open-File Report 98-10). The preliminary map was released by the State Geologist August 17, 1998 and is expected to become official in March, 1999.

This update indicates that the entire City of La Palma is located in a liquefaction zone, defined as follows: Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements.

2. Responses to Comments

Four kinds of ground failure commonly result from liquefaction: lateral spread, ground oscillation, flow failure, and loss of bearing strength.

Lateral Spread

Lateral spread refers to displacement of surficial blocks of sediment as the result of liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus inertial forces may cause the mass to move downslope. Lateral spreads most commonly occur on gentle slopes that range between 0.3 and 3 degrees and commonly displace the surface by several meters to tens of meters. Such movement typically damages pipelines, utilities, bridges, and other structures having shallow foundations.

Ground Oscillation

When liquefaction occurs at depth but the slope is too gentle to permit lateral displacement, the soil blocks that are not liquefied may decouple from one another and oscillate on the liquefied zone. Ground oscillation may be accompanied by the opening and closing of fissures and sand boils, potentially damaging structures and underground utilities.

Flow Failure

Flow failure involves liquified soil or blocks of intact material riding on a liquefied subsurface zone. Displacements are commonly tens of meters, but can extend much farther. Flow failure is the most catastrophic mode of ground failure.

Loss of Bearing Strength

When soil loses strength and liquefies, loss of bearing strength may occur beneath a structure, possibly causing the building to settle and tip. If the structure is buoyant it may also float upward.

The responsibilities of Cities and Counties, as mandated by the Seismic Hazards Mapping Act (Special Publication 117 – Guidelines for Evaluation and Mitigation of Seismic Hazards in California, California Department of Conservation, Division of Mines and Geology, 1997) are provided below:

Cities and Counties, or other local permitting authority, must regulate certain development “projects” within the zones. They must withhold the development permits for a site within a zone until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

The Seismic Hazards Mapping Act (Section 2694(a)) further requires that “A person who is acting as an agent for a seller of real property that is located within a seismic hazard zone, as designated under this chapter, or the seller, if he or she is acting without an agent, shall disclose to any prospective purchaser the fact that the property is located within a seismic hazard zone.”

The City of La Palma would be required by the Seismic Hazards Mapping Act (Public Resources Code, Section 2690 et seq.) to ensure that a geotechnical report defining and delineating any seismic hazard, is prepared prior to development approval for a project within the City. If the City finds that no undue hazard exists, based on information

2. Responses to Comments

resulting from studies conducted on sites in the immediate vicinity of the project and of similar soil composition to the project site, the geotechnical report may be waived. The State's minimum criteria required for project approval within zones of required investigation are defined in CCR Title 14, 3724, from which the following has been excerpted:

"The following specific criteria for project approval shall apply within seismic hazard zones and shall be used by affected lead agencies in complying with the provisions of the Act:

(a) A project shall be approved only when the nature and severity of the seismic hazards at the site have been evaluated in a geotechnical report and appropriate mitigation measures have been proposed.

(b) The geotechnical report shall be prepared by a registered civil engineer or certified engineering geologist, having competence in the field of seismic hazard evaluation and mitigation. The geotechnical report shall contain site-specific evaluations of the seismic hazard affecting the project, and shall identify portions of the project site containing seismic hazards. The report shall also identify any known off-site seismic hazards that could adversely affect the site in the event of an earthquake..."

Geotechnical reports prepared for projects in La Palma would be required to comply with Special Publication 117, Guidelines for Evaluation and Mitigation of Seismic Hazards in California (California Department of Conservation, Department of Mines and Geology, 1997), which constitutes the guidelines for evaluating seismic hazards and for recommending mitigation measures as required by Public Resources Code Section 2695(a).

The required implementation of the Seismic Hazards Mapping Act, Existing City building standards, as well as seismic safety, emergency response and preparedness measures would not be significantly altered by the proposed General Plan Update. Adherence to current Uniform Building Code requirements is considered the best available means of reducing liquefaction potential. Individual development projects occurring within the City would continue to be reviewed on a site specific basis with appropriate mitigation provided as required. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

- 2B. Seismology and liquefaction have both been addressed in the Initial Study prepared for this project. Please see Response to Comment 1B, above, for additional information.
- 3B. The City of La Palma will ensure that appropriate building materials are utilized in the construction of all new structures within the City.
- 4B. The Initial Study prepared for this project addresses potential geologic issues, stating on page 29 (Page A-38 of the Draft EIR) "Based on the proximity of La Palma to numerous active fault systems identified in the region, there is little doubt that the City will experience future earthquakes of various magnitudes, with impacts ranging from minimal to severe."

In regards to liquefaction, the Initial Study states, "The California Department of Mines and Geology has recently updated existing seismic hazard maps for portions of southern California,

2. Responses to Comments

including the area covering the City of La Palma. This update indicates that the entire City of La Palma is located in a liquefaction zone..." (Draft EIR, page A-38).

These statements provide information about the seismic hazards in the City of La Palma and do not indicate that there are no geologic issues of relevance within the City. A finding of "Less Than Significant Impact" has been made for geologic issues because the General Plan Update adequately addresses these issues. For additional information, please see Response to Comment 1B.

- 5B. The City of La Palma will comply with all applicable State requirements regarding seismic hazards. In addition, for purposes of clarity, the General Plan Update specifically references Special Publication 117 on page 66, Policy 4.1. Please refer to response to Comment 1B for additional information.



County of Orange

Planning & Development Services Department

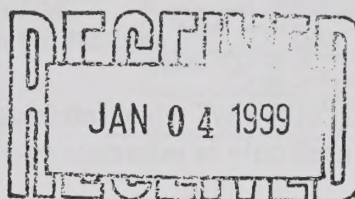
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MAILING ADDRESS:
P.O. BOX 4048
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(714) 834-4643
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DEC 30 1998



NCL 98-105

Joan Hoasterey, Planner
City of La Palma
Planning Department
7822 Walker Street
La Palma, CA 90623-1771

SUBJECT: NOP for the City of La Palma General Plan Update

Dear Ms. Hoasterey:

The above referenced item is a Notice of Preparation (NOP) of a Draft Environmental Impact Report (DEIR) for the City of La Palma. The overall goals of the General Plan Update are to maintain and enhance the homes and businesses in the City, continue high quality police, fire and other public services, encourage active citizen participation and community partnerships and preserve the "Home Town" character of the City.

The County of Orange has reviewed the NOP and offers the following comments regarding open space and recreation:

1. Page 8, Open Space/Recreation: We suggest this paragraph mention Coyote Creek and the Coyote Creek Bikeway. The Coyote Creek Bikeway is a regional Class 1 (paved off-road) bikeway along the creek. The bikeway serves as both a recreational and commuter route for bicyclists and pedestrians.
2. Page 10, Circulation Element: We suggest this paragraph mention that the Circulation Element will address both on-road and off-road bikeways.
3. Page 10, Open Space and Conservation; See above comments (under "Page 8"). Also, we suggest that Class 1 bikeway complementation be mentioned as an important potential use for linear open space (such as the Edison easement, Fullerton Creek, Moody Creek, and the former Pacific Electric railroad right-of-way). Regarding the Pacific Electric (now Union Pacific) route, it is our understanding that Orange County Transportation Authority (OCTA) is currently proposing a regional Class 1 bikeway along this entire route, spanning several cities.
4. Page 23: The DEIR should address the Commuter Bikeways Strategic Plan (OCTA's regional bikeways plan for Orange County). The plan identifies the Class 1 bikeway along

Coyote Creek, as well as Class 2 (on-road, striped lanes) bikeways along Crescent Avenue, La Palma Avenue, Orangethorpe Avenue, Moody Street, Walker Street, and Valley View Street.

5. Page 46, sections “e” and “f”: We suggest the following:

- Use only the term “bikeway” when referring to on-road and off-road bikeways. The term “trail” should be used only in reference to off-road, natural surface riding-and-hiking trails.
- Each of the Class 2 bikeways named above (see “Page 23” comments) is considered to be a separate regional bikeway; in other words, the Class 2 bikeways should not be lumped together and referred to as a single facility.

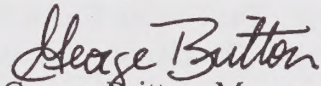
6. Figure 8: We suggest the following:

- The title should be “Bikeways Plan”, rather than “Bicycle Trails”.
- In the legend, the dotted line should be identified as “Regional Class 1 Bikeway” and the slashed line should be identified as “Regional Class 2 Bikeway”.
- According to the Commuter Bikeways Strategic Plan, Orangethorpe Avenue and Valley View Street should also be depicted as proposed Class 2 bikeways.

7. Pages 57-58: We suggest the text incorporate all of the above comments, as appropriate.

Thank you for the opportunity to respond to the NOP. Please send one complete set of the DEIR to me at the above address. If you have any questions, please contact me or feel free to call Charlotte Harryman directly. Charlotte may be reached at (714) 834-2522.

Very truly yours,



George Britton, Manager
Environmental and Project
Planning Services Division

CH



County of Orange

Planning & Development Services

Post-It® Fax Note	7671	Date	3/15	# of pages	3
To	Joan Hoasterey		From	C. Harryman	
Co./Dept.	Planning		County of Orange/Planning		
Phone #			Phone #	834-2522	
Fax #	523-2141		Fax #	834-6132	

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(714) 834-4643
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MAR 15 1999

NCL 99-11

Joan Hoasterey, Planner
City of La Palma
Planning Department
7822 Walker Street
La Palma, CA 90623-1771

SUBJECT: DEIR for the City of La Palma General Plan Update

Dear Ms. Hoasterey:

The above referenced item is a Draft Environmental Impact Report (DEIR) for the City of La Palma. The overall goals of the General Plan Update are to maintain and enhance the homes and businesses in the City, continue high quality police, fire and other public services, encourage active citizen participation and community partnerships and preserve the "Home Town" character of the City.

The County of Orange has reviewed the DEIR and offers the following comments:

FLOOD

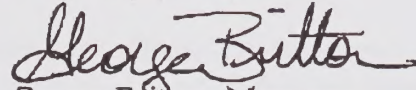
1. Contrary to what is stated in Section 3-4 water, page A-43, segments of the Orange County Flood Control District's (OCFCD) facility mentioned in the DEIR may have inadequacies in their ability to convey the 100-year design discharge as computed using the County's latest Hydrology Manual. Consequently, it is suggested that prior to development of properties adjacent to OCFCD's facilities the City coordinate such development proposals with the County's Public Facilities and Resources Department's Program Development Division.

WATER QUALITY

2. The Table of Contents lists no water or hydrology section to review. Please see the attached section from the County's National Pollutant Discharge Elimination System (NPDES) Permit #CAS618030, item #30 and #31 which requires that the County and cities "review their planning procedures and CEQA document preparation processes to insure that storm water related issues are properly considered."

Thank you for the opportunity to respond to the DEIR. If you have any questions, please contact me or feel free to call Charlotte Harryman directly. Charlotte may be reached at (714) 834-2522.

Very truly yours,



George Britton, Manager
Environmental and Project
Planning Services Division

Attachment

CH

Attachment

Order No. 96-31 (NPDES No. CAS618030) - cont'd
The County of Orange, OCFCD, and Incorporated City
Area-wide Urban Storm Water Run-off

27. The permittees shall give advance notice to the Executive Officer of the Regional Board of any planned changes in the construction activity which may result in non-compliance with the latest version of the State's General Construction Activity Storm Water Permit.
28. All other terms and conditions of the latest version of the State's General Construction Activity Storm Water Permit shall be applicable.

NEW DEVELOPMENT (INCLUDING RE-DEVELOPMENT)

29. Within 90 days of the issuance of this order, the permittees shall begin implementation of the new development BMPs (DAMP, Appendix G, dated September 1993) and BMPs for public works construction (DAMP, Appendix H) that were developed under Order 90-71. Each permittee shall certify to the Regional Board by November 15, 1996, that these guidelines or the equivalent are being implemented and enforced.
30. Within 120 days of the issuance of this order, the permittees shall review their planning procedures and CEQA document preparation processes to insure that storm water-related issues are properly considered. If necessary, these processes shall be revised to include storm water requirements for evaluation of appropriate mitigation measures.
31. The permittees shall, through conditions of approval, insure proper maintenance and operation of any permanent flood control structures installed in new developments. The parties responsible for the maintenance and operation of the facilities shall be identified.

FISCAL RESOURCES

32. The permittees shall prepare and submit a unified fiscal analyses to the Executive Officer of the Regional Board. The fiscal analysis shall be submitted with the Annual Report document no later than November 15th of each year and shall, at a minimum, include the following:
 - a. Each permittee's expenditures for the previous fiscal year,
 - b. Each permittee's budget for the current fiscal year,
 - c. A description of the source of funds, and
 - d. Each permittee's estimated budget for the next fiscal year.

PERMIT EXPIRATION AND RENEWAL

33. This order expires on March 8, 2001 and the permittees must file a Report of Waste Discharge (permit application) no later than 180 days in advance of such expiration date as application for issuance of new waste discharge requirements. The Report of Waste Discharge shall, at a minimum, include the following:
 - a. Any revisions to the Drainage Area Management Plan including, but not limited to, all the activities the permittees propose to undertake during the next permit

2. Responses to Comments

C. RESPONSES TO COMMENTS FROM GEORGE BRITTON, MANAGER ENVIRONMENTAL AND PROJECT PLANNING SERVICES DIVISION, COUNTY OF ORANGE PLANNING & DEVELOPMENT SERVICES

- 1C. The comment states that segments of the Orange County Flood Control District's (OCFCD) facility may have inadequacies in their ability to convey the 100-year design discharge as computed using the County's latest Hydrology Manual. This comment is noted. The City will coordinate with OCFCD prior to the development of any properties adjacent to flood control facilities.
- 2C. Issues related to water and hydrology were analyzed in the Initial Study prepared for this project (see DEIR Appendix A, page A-41 through A-46). The Initial Study (DEIR, page A-44) states, "As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Quality Control Board (WQCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, including construction activities. All applicable development projects within the City would be subject to NPDES requirements."
- 3C. Storm drain facilities are currently reviewed, consistent with CEQA requirements, prior to the approval of new development projects within the City. In addition, existing storm drain facilities within the City are monitored and updated, as necessary, to meet projected demand. No new development is planned or anticipated to occur adjacent to flood control facilities within the City. However, any future development impacting flood control facilities would be required to comply with the provisions of CEQA, as well as City and OCFCD requirements.

3. Errata

3. ERRATA

This Errata section identifies any changes needed in the Environmental Impact Report (EIR) to correct or clarify the information contained in the document. Changes made to the EIR are identified here in ~~strikeout text~~ to indicate deletions and in ***bold and italics*** to signify additions.

Environmental setting descriptions on page 12 of the EIR (Section 3.3) are hereby modified as follows:

Multiple family housing comprises ~~7.6%~~ ***7.5%*** of the community. There are five apartment complexes totaling 1,214 units, and each is located close to neighborhood commercial services. The complexes are all in good condition and not in need of rehabilitation.

Project characteristics descriptions on page 15 of the EIR (Section 4.3.2) are hereby modified as follows:

Multiple Family Residential (~~8.8-30~~ ***8.8-25*** Dwelling Units per Net Acre). The Multiple Family designation is intended to accommodate the development of a range of attached and detached residential uses. Typical housing types included higher density single-family residences, patio homes, zero lot line homes, and attached multiple family dwellings such as duplexes, townhouses, condominiums and garden apartments. Congregate care facilities, emergency shelters, and transitional housing could be approved as a conditional use in accordance with the provisions of the Zoning Code. The existing average density of multiple family housing is ~~47~~ ***15*** units per net acre.

The Land Use Plan/Zoning Map (Figure 4.3-1) provided on page 16 is hereby modified as follows. A copy of the revised map is provided on the following page.:

The Single Family Residential parcel situated to the east of Neighborhood Commercial parcel on the northeast corner of Moody Street and La Palma Avenue, has been changed from Single family Residential to Neighborhood Commercial.

The Multiple Family Residential parcel located on the north side of La Palma Avenue, situated between the Multiple Family Residential and Public Institutional parcels has been changed from Multiple Family Residential to Single Family Residential.

The 16 parcels along the northern border of the Village Overlay that is situated to the northeast corner of Dennis and La Palma Avenue have been changed to include the Village Residential Overlay.

The legend has been modified to show Village Residential for both Single and Multiple Family Residential.

Discussion detailing compatibility with existing land uses on pages 24 (Section 5.1.4) is hereby modified as follows:

Single Family Residential (~~456.7 Acres~~ ***457.1 Acres***):

Multiple Family Residential (~~63.8 Acres~~ ***63.13 Acres***):

Neighborhood Commercial (~~30.4 Acres~~ ***31.0 Acres***):

Insert Revised Figure 4.3-1 here

3. Errata

Table 5.1-1 Land Use Comparisons, is hereby modified as follows:

Land Use Designations ¹	1		2		3	
	Existing Land Use (Acres)	Existing Land Use (%)	Current General Plan Land Use (Acres)	Current General Plan Land Use (%)	Proposed General Plan Land Use (Acres)	Proposed General Plan Land Use (%)
SINGLE FAMILY RESIDENTIAL	453.40 454.1	50.41 50.5			456.71 457.1	50.78 50.8
Low Density Residential			460.32	51.18		
MULTIPLE FAMILY	68.35 63.13	7.60 7.5			63.80 65.02	7.09 7.7
VILLAGE RESIDENTIAL OVERLAY	5.1	0.6			6.45 7.0	0.72 0.8

Land use comparisons on page 26 are hereby modified as follows:

As of December 1988, the City had 5,007 dwelling units and all but ~~five~~ **six** parcels designated for residential use are currently developed. Two of the parcels are owned by the City and are planned for the 60-unit senior citizen apartment complex, discussed above. The other ~~three~~ **four** parcels are designated for Single Family development. In addition to these vacant parcels, several large single-family parcels could ultimately be divided into smaller lots. However, overall development potential within the City is minimal.

Statement of Facts and Findings

The California Environmental Quality Act (CEQA) requires that the lead agency issue findings prior to approving a project that will generate a significant impact on the environment. The Lead Agency identifies the significant impacts; presents facts supporting the conclusions reached in the analysis; makes one or more of three findings for each impact; and explains the reasoning behind the agency's findings.

Section 15091 of the CEQA Guidelines identifies the following three possible findings for each impact:

1. Changes or alterations have been required in, or incorporated into the project which avoid or substantially lessen the significant environmental effect as identified in the Final EIR (hereinafter referred to as "finding (1)").
2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency (hereinafter referred to as "finding (2)").
3. Specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR (hereinafter referred to as "finding (3)").

These findings are presented in Section 2.

Where a project will cause unavoidable, significant impacts, the lead agency may still approve the project in cases where the benefits of the project outweigh the adverse impacts. In such cases, a "Statement of Overriding Considerations" is required to be prepared by the lead agency. Since the proposed project would not involve significant unavoidable impacts, a Statement of Overriding Considerations will not be prepared for this project.

The City of La Palma (CEQA Lead Agency) finds and declares that the City of La Palma General Plan Environmental Impact Report ("EIR") has been completed in compliance with CEQA and the State CEQA Guidelines. The City of La Palma (the "City") finds and certifies that the EIR was reviewed and the information contained in the EIR was considered prior to approving this project.

Based upon its review of the EIR, the Agency finds that the EIR is an adequate assessment of the potentially significant environmental impacts of the City of La Palma General Plan Update (the "project"), represents the independent judgement of the City and sets forth an adequate range of alternatives to this project.

The Final EIR is comprised of the following elements:

- a. City of La Palma General Plan, Draft Environmental Impact Report, January 1999.
- b. City of La Palma General Plan, Final Environmental Impact Report, March 1999.

All of the above information has been and will remain on file with the City of La Palma, 7822 Walker Street, La Palma, California 90623-7700.

The remainder of this document is organized as follows: 1) Project Description; 2) Potentially Significant Environmental Impacts; 3) Significant Unavoidable Impacts; and 4) Alternatives.

Statement of Facts and Findings

1. PROJECT DESCRIPTION

The proposed General Plan Update creates a vision for future conditions in the City and identifies key issues in maintaining the small town quality of La Palma. The vision of La Palma as a “Home Town” is based on prevailing characteristics such as family, opportunity, security and pride of ownership. The changes proposed as part of the General Plan Update are intended to support this vision.

Land Use Designations

The General Plan Update establishes nine land use designations for La Palma. Land use designations define the amount, type, and nature of development that is allowed in a given location of the Land Use Plan/Zoning Map. In addition, population and intensity standards are specified in accordance with State General Plan law. The City of La Palma Land Use Plan/Zoning Map (See Draft EIR, Figure 4.3-1) applies the land use designations to the parcels within the City of La Palma.

The General Plan Update would alter existing land use designations by modifying some of the current land use categories. In addition, fewer land use categories would be provided because several of the current categories would be combined to simplify administrative procedures and reflect existing conditions. Existing Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation in the General Plan Update. The proposed changes are primarily intended to reflect existing conditions. The following is an overview of the land use designations proposed under the General Plan Update.

Residential

Residential uses are intended to be the principal and dominant use within each of the residential designations. Other uses such as public facilities/utilities, family day care facilities (as defined in the California Health and Safety Code), congregate care facilities, transitional housing, and home occupations, which are determined to be compatible with residential areas may also be allowed in accordance with the Zoning Code.

Single Family Residential (1-8.7 Dwelling Units per Net Acre). The Single-Family designation is intended to provide for a range of single-family housing types including conventional single-family detached homes, patio homes, zero lot line homes, and attached lower-density developments such as duplexes. The maximum density of 8.7 du/ac reflects the existing average density for single-family development within the City. Most of the remaining land upon which residential development can occur is in the Single Family Residential category.

Multiple Family Residential (8.8-25 Dwelling Units per Net Acre). The Multiple Family designation is intended to accommodate the development of a range of attached and detached residential uses. Typical housing types include higher density single-family residences, patio homes, zero lot line homes, and attached multiple family dwellings such as duplexes, townhouses, condominiums and garden apartments. Congregate care facilities, emergency shelters, and transitional housing could be approved as a conditional use in accordance with the provisions of the Zoning Code. The existing average density of multiple family housing is 17 units per net acre.

Village Residential Overlay (8.8-30 Dwelling Units per Net Acre). The Village Residential designation is intended as an overlay for certain areas within the Single Family and Multiple Family Residential areas that involve special development opportunities and require a tailored approach to planning and design. The designation is intended to provide for a variety of housing types within one project or development,

Statement of Facts and Findings

ranging from single-family housing to multiple family dwellings, including uses incidental to the residential uses. The types of developments that are suitable to the Village Residential Overlay include affordable housing projects and senior housing projects that involve tailored development standards and site design. The density range is from 8.8 to 30 dwelling units per acre, however, a density bonus of up to 6 dwelling units per acre may be granted for the development of a senior housing project, in accordance with the provisions of the Zoning Code. The two vacant parcels within the City that are designated Multiple Family Residential, are planned for a 60-unit senior citizen apartment complex at 30 units per net acre.

Non-Residential Designations

Each of the non-residential designations indicates the dominant use intended and the maximum intensity at which that use can occur. The building intensity is measured according to a floor area ratio (FAR), which is the ratio of total gross floor area of a building to the total lot area.

Neighborhood Commercial (Maximum Floor Area Ratio of .4). The Neighborhood Commercial designation provides localized commercial retail and service activities for surrounding neighborhoods. Typical uses include: food markets (usually less than 50,000 square feet), drug stores, clothing stores, sporting goods, cleaners, banks, offices, private schools and child care centers, hardware stores, other retail and personal services uses, and community facilities. Neighborhood commercial projects should be compatible in design and scale with adjacent residential areas, and should be designed to provide convenient connections with adjacent residential neighborhoods.

Office Professional (Maximum Floor Area Ratio of .6). The Office Professional designation provides for single or multi-tenant offices and may include limited supporting uses for on-site employees. Office developments may range from low-rise structures situated in a landscaped garden arrangement, to mid-rise structures at appropriate locations. Typical uses include professional offices for legal, design, and engineering services, medical offices/health care centers, corporate headquarters, and general offices for insurance, real estate, and financial services. Supporting convenience services may be permitted to serve the needs of on-site employees or visitors/patients.

Multiuse Business (Maximum Floor Area Ratio of .6). The Multiuse Business designation provides for a compatible/complementary mixture of uses including: general and professional offices, high rise hotels, retail and service commercial uses, research and development operations, commercial recreation, and light manufacturing. Multiuse Business developments should offer attractive and distinctive architectural design, substantial landscaping, and convenient pedestrian access between uses.

General Industrial (Maximum Floor Area Ratio of .6). The General Industrial designation provides for a range of industrial uses including manufacturing, assembly, distribution, research and development facilities, science laboratories, warehousing, and utility buildings/facilities. Uses may include ancillary office and commercial activities. Commercial developments, such as home improvement stores, and wholesale and retail commercial activities may be conditionally approved in accordance with the Zoning Code.

Public/Institutional (Maximum Floor Area Ratio of .6) The Public/Institutional designation is intended for a range of public and private uses including: schools, government offices, police and fire stations, public utilities, flood control channels, libraries, museums, hospitals, churches, and cultural facilities. Public/Institutional uses may be permitted in other land use designations under the procedures established in the Zoning Code.

Statement of Facts and Findings

Open-Space/Recreation (Maximum Floor Area Ratio of .2). The Open-Space/Recreation designation encompasses parkland and utility easements developed for recreational use. Only accessory buildings or those structures related to parks and recreation facilities are intended for open-space lands. This designation may also accommodate certain commercial outdoor recreation uses as a conditional use in accordance with the Zoning Code. La Palma currently contains 35.97 acres of developed parkland. In addition, 1.01 acres of the Edison Easement, west of Barbi Lane would be designated as open space, but would continue to be utilized as a wholesale nursery. In addition, a total of 53.9 acres of landscaped playground and recreational facilities at public schools in the City have been considered a potential recreational resource.

Planned Development

The General Plan Update anticipates the eventual buildout of the City according to the updated land use designations. The majority of the changes in land use designations are intended to better reflect existing land uses. In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified.

The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated Neighborhood Business District, they would be converted to the Multi-Family Residential designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing apartment development. The City of La Palma's Community Development Commission is anticipating assisting in the development of this project. No other land use changes have been made to accommodate new uses.

However, the General Plan would also allow the subdivision of some existing large-scale Single Family Residential lots to provide a few additional housing units. Development on the few vacant lots remaining within the City would occur based on market conditions in the private sector.

Goals and Policies

The General Plan Update is intended to guide and influence future development related decisions in La Palma. To do that, it contains goals and policies that provide guidance for City officials. Goals describe general conditions that are desired. Policies state guidance to be used in future decision making. Goals and policies identified in the General Plan Update are provided in the Draft EIR (Table 4.3-1). The goals and policies identified place primary emphasis on maintaining existing conditions in La Palma as well as the quality of existing City facilities and services. Focus has also been placed on steps the City can take through code enforcement and incentive programs to ensure that private property is well maintained. Other steps to maintain and improve the aesthetic conditions of the City include a program to improve the appearance of block walls along existing streets with maintenance and additional landscape materials. In addition, the General Plan Update would support a program to assist school districts in maintaining and improving school grounds. These improvements would have a functional and aesthetic component and would benefit school children as well as residents who use school facilities for recreational purposes during non-school hours. Although the City is almost entirely built-out, the General Plan Update would also support the provision of additional housing on available lots within the City, as well as the maintenance of existing housing, especially affordable housing.

Statement of Facts and Findings

2. POTENTIALLY SIGNIFICANT ENVIRONMENTAL IMPACTS

NO SIGNIFICANT IMPACT

The Initial Study determined that the environmental impacts from the City of La Palma General Plan Update will not be significant for the following categories:

- Biological Resources
- Utilities and Service Systems
- Geophysical Conditions
- Energy & Mineral Resources
- Water
- Hazards
- Cultural Resources
- Air Quality
- Recreation

BENEFICIAL IMPACT

The EIR found that the project will have a beneficial impact in the areas of Land Use and Relevant Planning and Aesthetics with respect to the following environmental topic areas:

- Compatibility with Existing Land Uses
- Change in the Visual Character of the Area

LESS THAN SIGNIFICANT IMPACT

The EIR found that the project will have a less than significant impact on a number of environmental topics. The environmental topic areas listed below were all found to have a less than significant environmental impact and do not require mitigation.

Land Use

- Compatibility with Existing Land Uses
- Compatibility with the Zoning Code
- Internal Consistency of the General Plan

Population and Housing

- Impact Housing Resources or Population Projections
- Induce Substantial Growth

Traffic & Circulation

- Exceed Street Segment Capacity

Noise

- Long Term Noise Impact

Public Services

- Increased Demand for Police Protection Services
- Increased Demand for Fire Protection Services
- Increased Demand for School Services

Statement of Facts and Findings

Aesthetics

Change in the Visual Character of the Area

Since the above impacts are not significant, findings for these impacts are not required pursuant to CEQA Guidelines Section 15091.

POTENTIALLY SIGNIFICANT OR SIGNIFICANT IMPACTS

Findings are required where an impact has been identified as potentially significant or significant. The following potentially significant or significant impacts were identified in the EIR.

Traffic and Circulation

Exceed Intersection Capacity

Noise

Short Term Noise Impact

Findings for these impacts begin below.

Impact: Exceed Intersection Capacity

Potential Effect: Exceed intersection capacity at the intersections of Carmineta and Orangethorpe and Walker and La Palma.

Finding: The City Council hereby makes finding (1).

Facts in Support of Finding: The following facts and mitigation measures indicate that the City Council finds this impact will be mitigated to a less than significant level.

1. The intersection of Carmenita and Orangethorpe is operating at LOS "E" at this time. This designation exceeds the City's standards for intersection operation. In addition, the intersection of Walker and La Palma has minimal available capacity during the AM peak hour. Hence, with any increase in traffic over time, the Carmenita/Orangethorpe intersection would significantly exceed its capacity and it is likely that the Walker/La Palma intersection would also exceed LOS "D" capacity.
2. Adding dual northbound and southbound left turn lanes at the intersection of Carmenita and Orangethorpe and adding dual eastbound and westbound left turn lanes at the intersection of Walker and La Palma would allow these intersections to operate within City standards.
3. The following mitigation measures are hereby incorporated into this project.
 - 5.3-1 Add dual northbound and southbound left-turn lanes at the intersection of Carmenita and Orangethorpe.
 - 5.3-2 Add dual eastbound and westbound left turn lanes at the intersection of Walker and La Palma.

Impact: Short Term Noise Impact

Potential Effect: Construction projects in the City of La Palma could generate nuisance noise.

Statement of Facts and Findings

Finding: The City Council hereby makes finding (1).

Facts in Support of Finding: The following facts and mitigation measures indicate that the City Council finds this impact will be mitigated to a less than significant level.

1. Based on General Plan Update land use designations there are only a limited number of properties with development potential that could impact sensitive land uses. Potentially sensitive land uses next to vacant properties include the hospital, located next to two vacant parcels on La Palma Avenue and single and multiple family uses located adjacent to the proposed senior housing project site on Walker Street. Other vacant lots within the City would involve housing development on a smaller scale, due to property size constraints and are not expected to experience the same level of construction noise as would occur on the slightly larger lots.
2. Potential short-term construction impacts will be mitigated by controlling hours of construction operation, requiring that all construction equipment is tuned and operating properly and that stationary noise sources, such as generators, are located away from sensitive noise receptors.
3. The following mitigation measures are hereby incorporated into this project.
 - 5.4-1 Construction hours shall be limited to daytime hours Monday through Saturday, as specified by the City. No noise intensive construction activities shall take place on Sundays and federal holidays.
 - 5.4-2 All construction equipment shall be properly maintained to minimize noise emissions.
 - 5.4-3 Stationary noise sources involved in construction activities shall be located away from noise sensitive uses to the maximum extent feasible.
 - 5.4-4 Noise barriers shall be provided as needed to reduce construction related noise emissions impacting adjacent noise sensitive uses.

Statement of Facts and Findings

3. SIGNIFICANT UNAVOIDABLE IMPACTS

All potentially significant impacts have been mitigated, as discussed in Section 2, above. No significant unavoidable impacts would result from the implementation of the City of La Palma General Plan Update.

Statement of Facts and Findings

4. PROJECT ALTERNATIVES

The EIR addresses the environmental effects of alternatives to the proposed project. A description of all alternatives, a comparison of their environmental impacts to the proposed project, and the City's findings are listed below.

Alternative Selection

This EIR has considered four alternatives, including the proposed project. The alternatives discussed below include a no project alternative, an existing conditions alternative and an open space alternative.

The No Project Alternative would involve the implementation of the existing General Plan with no other changes made within the City. The Existing Conditions Alternative would involve no change in existing conditions. Existing vacant lots would remain vacant and the existing General Plan would not be implemented. The Open Space Alternative would involve the development of pocket parks and other open space resources on existing vacant lots within the City. Other aspects of the General Plan update would remain the same under this alternative. Policies supporting the maintenance of public and private property would be implemented and policies supporting community safety, housing and growth management would be updated.

NO PROJECT ALTERNATIVE (IMPLEMENTATION OF THE EXISTING GENERAL PLAN)

This alternative would involve the continued implementation of the current General Plan. Under this alternative, land uses would be developed based on existing General Plan designations. Perhaps the most significant difference between development under this alternative and the proposed General Plan Update would be that the 60-unit senior housing complex considered in the General Plan Update would not be developed. This is because the property available for this development would remain under the C-1, Neighborhood Business District designation. While current land use designations would not allow some of the General Plan Update objectives to be met, the development of vacant parcels under their current designation would not generate a significant environmental impact. However, current inconsistencies between existing land uses and General Plan land use designations would not be resolved.

This alternative would not allow the development of the senior housing complex at the proposed site. However, senior housing as well as housing for other special needs groups would not be precluded from being developed at other sites, at a smaller scale, under this alternative. Overall, the buildout of the City under the Current General Plan would lead to a slightly lower total housing supply than under the General Plan Update. Population would not be significantly impacted by this alternative.

Total traffic trips would increase as a result of the development of vacant parcels as well as regional growth. The overall increase in traffic volume would not be expected to be significantly different than under General Plan Update conditions. The impacts at the intersections of Carmenita and Orangethorpe and Walker and La Palma would be remedied as a result of the following current General Plan policy: "To maintain Level of Service D (or higher) as the target for all intersections under the sole control of the City."

Noise impacts from growth under this alternative are not expected to be significantly different than under the proposed General Plan Update. However, this alternative would not involve the incorporation of new policies into the General Plan to reduce noise impacts within the City.

Statement of Facts and Findings

Existing service levels would remain. The City of La Palma currently provides a high quality Police Department and the Orange County Fire Authority provides very good fire protection services. These and other City services would remain.

Under this alternative, the City would not increase efforts to keep both public and private property in good condition. In time, existing homes and businesses could decline in appearance due to lack of stepped-up code enforcement efforts provided in the General Plan Update. In addition, efforts would not be made to improve the aesthetic appearance of block walls along City streets.

The No Project Alternative has no issues that are environmentally superior to the proposed project, and would be inferior to the proposed project in terms of Land Use and Planning, Aesthetics and Noise. There would be neutral impacts for both the No Project Alternative and the proposed General Plan Update for the following issue: Population and Housing; Transportation and Circulation; and Public Facilities and Services.

Findings:

The City Council finds that the No Project Alternative is less desirable than the selected alternative and rejects the No Project Alternative for the following reasons:

1. The potential impacts of the City of La Palma General Plan Update have been reduced to less than significant levels through the imposition of appropriate mitigation measures.
2. The No Project Alternative is considered environmentally inferior to the proposed project due to the increased environmental impacts that would result from the implementation of the existing General Plan in the areas of Land Use and Planning, Aesthetics and Noise.
3. This alternative would not achieve the project objectives in terms of housing, aesthetics, noise.

EXISTING CONDITIONS ALTERNATIVE

Under this alternative, no changes would be made to existing conditions within the City. Vacant land uses would remain vacant and large lots would not be subdivided to provide additional housing opportunities. In addition, inconsistencies would remain between General Plan designations and existing uses.

Current population and housing levels would remain the same. The City would not provide any additional housing opportunities for seniors or meet any of the need for regional housing supply. However, due to the small scale of housing provided under the General Plan Update (less than 100 additional units), this alternative would not generate significant environmental impacts related to housing supply.

Under this alternative, no increase would occur in existing traffic volumes as a result of development in La Palma. However, the existing deficiency at the intersection of Carmenita and Orangethorpe would remain. In addition, regional increases in traffic volumes resulting from development occurring outside La Palma could cause the level of service at the intersection of Walker and La Palma to degrade to an unacceptable level.

Under this alternative, traffic would not lead to noise increases and no new noise would be generated from construction activities or growth within the City. Existing public service levels would remain

Statement of Facts and Findings

unchanged. The City of La Palma would continue to provide its own Police Department and the Orange County Fire Authority would continue to provide fire protection services.

Under this alternative, the City would not increase efforts to keep both public and private property in good condition. In time, existing homes and businesses could decline in appearance due to lack of stepped-up code enforcement efforts provided in the General Plan Update. In addition, efforts would not be made to improve the aesthetic appearance of block walls along City streets.

The Existing Conditions Alternative has no issues that are environmentally superior to the proposed project and would have the following issues that are considered environmentally inferior to the proposed project: Land Use and Planning; Traffic and Circulation; and Aesthetics.

Findings:

The City Council finds that the Existing Conditions Alternative is less desirable than the proposed General Plan Update and rejects the Existing Conditions Alternative for the following reasons:

1. The potential impacts of the City of La Palma General Plan Update have been reduced to less than significant levels through the imposition of appropriate mitigation measures.
2. The Existing Conditions Alternative is considered environmentally inferior to the proposed project due to the increased environmental impacts that would result from maintenance of the status-quo.
3. This alternative would not achieve the objectives of the proposed General Plan Update in terms of aesthetics, housing and traffic.

OPEN SPACE ALTERNATIVE

This alternative would involve the development of community parks on two large vacant lots in the City of La Palma. One of these parks would be located on the west side of Walker Street, south of the intersection of Walker and Orangethorpe (the site of the proposed senior housing complex under the General Plan Update). The other park would be located on the north side of La Palma Avenue, between Moody Street and Walker Street. All other aspects of the proposed General Plan Update, including changes in other land use designations and updates to existing policies would be implemented under this alternative.

Current inconsistencies between land uses and the General Plan would be resolved under both the Open Space Alternative and the proposed General Plan Update. The housing supply at buildout would be lower under this alternative than under the General Plan Update. In addition, the population would be expected to be lower under this alternative due to the difference in housing supply compared to the General Plan Update. La Palma would not provide a large scale senior housing complex and would not be capable of meeting as much of the regional demand for housing. However, it is estimated that even under the proposed General Plan Update that La Palma would provide less than 100 additional housing units. Therefore, in terms of regional housing supply, the loss of housing potential under this alternative would not be considered significant

Under this alternative total traffic trips would be slightly below the level of the General Plan Update due to the difference in building intensity. As a result, future impacts at existing intersections would be reduced under this alternative. Improvements to impacted intersections would be the same under both alternatives.

Statement of Facts and Findings

Under this alternative, noise policies would be the same as under the General Plan Update. Traffic increases would be slightly lower due to a reduction in development and noise from construction would be reduced.

Under this alternative, the policies supporting the continued operation of high quality facilities and services would be the same as under the General Plan Update. The provision of additional park land would create additional maintenance requirements for the City. However, based on the small scale of the increase (4.6 acres), it is anticipated that the City could provide for adequate upkeep without significant impacts to other public services or facilities.

The community parks that would be added to La Palma would improve the aesthetic appearance of the City by adding more greenery and open space. Other aesthetic improvements would be the same under both this alternative and the General Plan Update.

The Open Space Alternative would have no issues that are inferior to the proposed General Plan Update and the following issues that are superior to the proposed project: Traffic and Circulation, Aesthetics and Noise. There would be neutral impacts for both the Open Space Alternative and the proposed General Plan Update for the following issues: Land Use and Planning; Population and Housing; and Public Facilities and Services.

Findings:

The City Council finds that the Open Space Alternative is less desirable than the proposed General Plan Update and rejects the Open Space Alternative for the following reasons:

1. The potential impacts of the City of La Palma General Plan Update have been reduced to less than significant levels through the imposition of appropriate mitigation measures.
2. The Open Space Alternative would not provide a large scale senior housing complex and would not be capable of meeting as much of the regional demand for housing.
3. The Open Space Alternative would not fully achieve the proposed General Plan's objective of providing additional housing opportunities within the City.

CITY OF LA PALMA
GENERAL PLAN
UPDATE

CITY OF LA PALMA
GENERAL PLAN
UPDATE

prepared for:

CITY OF LA PALMA
Contact: Joan M.
Hoesterey, Planner

submitted by:

**THE PLANNING
CENTER**
Contact: Al Bell

CITY OF EATON
Contact: Joan M.
Hoesterey, Planner

submitted by:

**THE PLANNING
CENTER**
Contact: Al Bell

March 11, 1999



Mitigation Monitoring Program

1. INTRODUCTION

Section 21081.6 of the Public Resources Code requires that a lead or responsible agency that approves or carries out a project where an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) has identified mitigation measures adopt a "reporting or monitoring program." The City of La Palma is the Lead Agency for the proposed City of La Palma General Plan Update and an Environmental Impact Report (EIR) was prepared for the project. The EIR addressed potential environmental impacts and, where appropriate, recommended measures to mitigate these impacts. As such, a mitigation reporting or monitoring program is required to ensure that the adopted mitigation measures are implemented. Adopted mitigation measures are replicated herein in Table 1.

1.1 PROJECT DESCRIPTION

The proposed General Plan Update creates a vision for future conditions in the City and identifies key issues in maintaining the small town quality of La Palma. The vision of La Palma as a "Home Town" is based on prevailing characteristics such as family, opportunity, security and pride of ownership. The changes proposed as part of the General Plan Update are intended to support this vision.

The General Plan Update establishes nine land use designations for La Palma. Land use designations define the amount, type, and nature of development that is allowed in a given location of the Land Use Plan/Zoning Map. In addition, population and intensity standards are specified in accordance with State General Plan law. The City of La Palma Land Use Plan/Zoning Map (See Draft EIR, Figure 4.3-1) applies the land use designations to the parcels within the City of La Palma.

The General Plan Update would alter existing land use designations by modifying some of the current land use categories. In addition, fewer land use categories would be provided because several of the current categories would be combined to simplify administrative procedures and reflect existing conditions. Existing Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation in the General Plan Update. The proposed changes are primarily intended to reflect existing conditions. The majority of the changes in land use designations are intended to better reflect existing land uses. In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified.

The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated Neighborhood Business District, they would be converted to the Multi-Family Residential designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing apartment development. The City of La Palma's Community Development Commission is anticipating assisting in the development of this project. No other land use changes have been made to accommodate new uses. However, the General Plan would also allow the subdivision of some existing large-scale Single Family Residential lots to provide a few additional housing units. Development on the few vacant lots remaining within the City would occur based on market conditions in the private sector.

The General Plan Update is intended to guide and influence future development related decisions in La Palma. To do that, it contains goals and policies that provide guidance for City officials. Goals describe general conditions that are desired. Policies state guidance to be used in future decision making. Goals and policies identified in the General Plan Update are provided in the Draft EIR (Table 4.3-1). The goals and policies identified place primary emphasis on maintaining exiting conditions in La Palma as well as

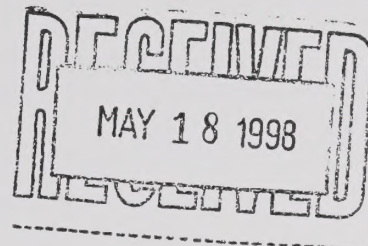


South Coast Air Quality Management District

21865 E. Copley Drive, Diamond Bar, CA 91765-4182
(909) 396-2000 • <http://www.aqmd.gov>

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

TRANSPORTATION PROGRAMS MEMORANDUM



DATE: May 8, 1998

TO: City/County Planning Director

FROM: Catherine L. Wasikowski *CLW*
Director of Transportation Programs

SUBJECT: Review of General Plan Transportation Element

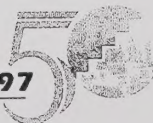
The South Coast Air Quality Management District (AQMD) would like to offer the local governments in our region assistance in the review of any new or revised General Plan Transportation Elements currently in the process of development. We recently provided this service to the City of Los Angeles in the form of comments. As this is simply an offer of assistance, you are under no obligation to accept, however, you may find it beneficial for your jurisdiction.

Transportation and air quality issues are interwoven. On-road motor vehicles include passenger cars, light-duty trucks, medium-duty and heavy-duty vehicles, and motorcycles. Currently there are approximately 10 million on-road motor vehicles in the region. What impacts transportation will ultimately affect air quality. Plans, programs, and policies contained within a General Plan can be developed so that they have a positive impact on air quality.

As the Transportation Element of your General Plan is updated, please consider our offer. If you are interested in such assistance, or have questions, please contact Connie Day, Program Supervisor at (909) 396-3055.

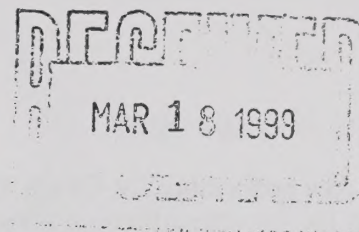
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**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 THIRD STREET, Room 430
P.O. Box 952053
Sacramento, CA 94252-2053
(916) 323-3176 FAX 327-2643



March 12, 1999

Ms. Joan M. Hoesterey, Planner
City of La Palma
7822 Walker Street
La Palma, California 90623-1771

Dear Ms. Hoesterey:

RE: Review of the City of La Palma's Draft Housing Element

Thank you for submitting La Palma's draft housing element, received for our review January 27, 1999, and supplemental information received February 19 and March 12, 1999. As you know, we are required to review draft housing elements and report our findings to the locality pursuant to Government Code Section 65585(b).

Our review was facilitated by a visit with yourself, Mr. Al Bell and Ms. Melani Smith, the City's consultants, in La Palma, by Camilla Cleary and Rebecca Hoepcke of our staff on February 9, 1999 and subsequent telephone conversations. This letter summarizes the conclusions of that meeting, conversations and the additional changes submitted by the City.

The initial draft submittal and supplemental information includes significant changes in response to requirements outlined in our January 7, 1999 review letter. In particular, the element now includes expanded analyses of governmental constraints and at-risk analyses, and expanded program actions which more clearly describe actions the City will take to implement housing programs. At our meeting, you clarified that the adoption of a density bonus ordinance which meets the requirements of State density bonus law is a part of the Development Code revision effort currently in process. Therefore, we are pleased to find that the City's draft element addresses the statutory requirements of State housing element law (Article 10.6 of the Government Code). We commend the City for strengthening program commitments to reduce governmental constraints, assist providers of emergency shelter and transitional housing in finding appropriate sites, provide local funds to assist in preserving units at-risk of converting to market rate, and publicize the availability of programs within the City.

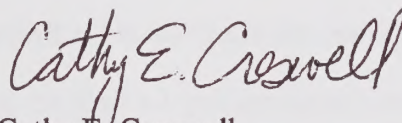
Pursuant to Government Code Section 65585(g), to ensure full compliance with housing element law, the City should submit the housing element promptly after adoption.

We appreciate the City's efforts to bring the element into compliance with State housing element law by strengthening program commitments to facilitate housing affordability. We thank you, Mr. Bell and Ms. Smith for meeting with our staff to enhance our understanding of La Palma's particular housing concerns and efforts to address them and we look forward to receiving the adopted housing element.

If you have any questions regarding our review, or if you need any assistance, please contact Rebecca Hoepcke, of our staff, at (916) 323-7271.

In accordance with their requests pursuant to the Public Records Act, we are forwarding a copy of this letter to the individuals listed below.

Sincerely,



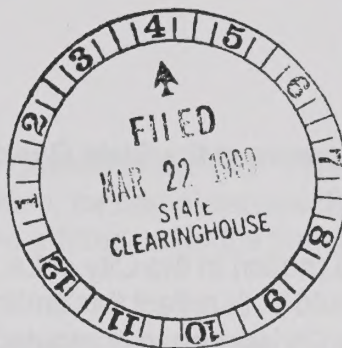
Cathy E. Creswell
Acting Deputy Director

cc: Melani Smith, The Planning Center
Al Bell, The Planning Center
Kathleen Mikkelson, Deputy Attorney General
Juan Acosta, California Building Industry Association
Marcia Salkin, California Association of Realtors
Marc Brown, California Rural Legal Assistance Foundation
Rob Wiener, California Coalition for Rural Housing
The Planning Center
Dara Schur, Western Center on Law Poverty
Michael G. Colantuono, Attorney at Law
Gregg McKenzie, Governor's Office of Planning and Research

M E M O R A N D U M

To: Project Manager
Resources Agency

Ms. Joan M. Hoesterey
City of La Palma
7822 Walker Street
La Palma, CA 90623-7700



Date: March 19, 1999

From: **Department of Conservation**
Office of Governmental and Environmental Relations

Subject: Engineering Geology and Seismology Comments on the Draft EIR (DEIR) for the City of La Palma General Plan, Orange County **SCH #99021012**

The California Department of Conservation's Division of Mines and Geology (Division) has reviewed the Draft EIR prepared for the proposed City of La Palma's General Plan. The Division is responsible for gathering and providing technical information to the public on mineral resources and geologic hazards that affect land use in California. Among its duties, the Division is charged with the review of general plan safety elements [Government Code Section 65302(g)]. We offer the following comments on the DEIR for your consideration.

1. Under Section 65302(g), cities and counties are required to contact the Division with proposed general plan safety elements for review and consultation. Further reference is made to this requirement in the 1998 *General Plan Guidelines*, issued by the Governor's Office of Planning and Research (page 102). This contact has not occurred with respect to the safety element of the proposed City of La Palma general plan; to date, we have only received the subject DEIR. This consultation should occur early in the process. Therefore, we ask that the City forward a full copy of the draft safety element to the below address as soon as possible.
2. We recommend that Section 6 on page 63 be revised. The three significant engineering geologic hazards present in La Palma are liquefaction, seismic shaking, and an unusually severe deterioration of Portland cement foundations. The DEIR should correctly refer to these hazards.
3. Under the legal authority of state law, the State Geologist has preliminarily zoned the entirety of the City of La Palma as subject to liquefaction hazards. Refer to the Los Alamitos Quadrangle, Seismic Hazards Zoning Map, which was issued August 17, 1998 in preliminary form and transmitted to your office. This map will become final and official on March 25, 1999. We suggest that an exact reproduction of the portion of the official map that covers La Palma be published in the safety element. The map should appear

in the DEIR with the signature of the State Geologist and the date of March 25, 1999, to verify its accuracy.

4. The earthquake ground motion in the City of La Palma is significant. The Draft EIR and the Safety Element should both reflect this finding. The engineering geologists and seismologists within the Division have computed the earthquake ground motion for the City of La Palma. Also, a complete Probabilistic Seismic Hazard Analysis was performed for the City. The results are as follows:

1997 Uniform Building Code, Design Basis Earthquake ground motion: [Sections 1627 and 1629.1 (applies to all regular residential and commercial construction in La Palma)]

- Peak Ground Acceleration = $0.46g$ at natural site period $T_n = 0.3$ seconds
- 10 percent chance of exceedance in 50 years
- Statistical return period = 475 years

1998 CA Building Code, Upper-Bound Earthquake ground motion: [Section 1631A.2.6 (applies only to public schools and hospitals within La Palma; school and hospital projects are plan-checked by the State Architect and OSHPD, respectively)]

- Peak Ground Acceleration = $0.59g$ at natural site period $T_n = 0.3$ seconds
- 10 percent chance of exceedance in 100 years
- Statistical return period = 949 years

Complete spectral acceleration figures, and a data table, are attached. This information should be included directly in the Safety Element as figures.

5. La Palma is within Seismic Zone 4. Areas within Zone 4, including all of coastal California, are subject to significant earthquake ground motion. (Refer to Figure 16-2 of 1997 UBC.) This should be cited in the final EIR and safety element.
6. For the purposes of disclosure, the final EIR should note that there are no active faults in the City of La Palma under the Alquist-Priolo Earthquake Fault Zoning Act.
7. The City of La Palma is known to have an unusual geochemical problem in the subgrade of its soils. The presence of soluble sulfates (gypsum and jarosite) has caused acute deterioration of Portland cement foundations. The 1997 Uniform Building Code includes a section which provides standards for this situation (Section 1904.3, Sulfate Exposure; within Chapter 19, Concrete). In general, Type V Portland cement will

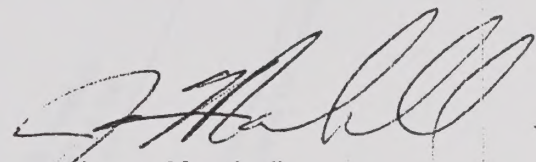
Project Coordinator and Ms. Joan M. Hoesterey
March 19, 1999

Page 3

be necessary for concrete foundations in the City. While the City's building official is already well aware of this situation, for completeness the cement foundation deterioration problem should be addressed in the final EIR and the general plan safety element.

8. We recommend that the City's Safety Element cite Chapter 6 (Liquefaction) of DMG Special Publication 117, *Guidelines for Evaluating and Mitigating Seismic Hazards in California*. You were previously provided several copies of SP-117; additional copies can be downloaded from the Division's website: www.consrv.ca.gov/dmg.

Thank you for the opportunity to review and comment on the DEIR. If you have questions on the above comments, or require technical assistance, please contact Mr. Robert H. Sydnor, Senior Engineering Geologist at 801 K Street, MS12-32, Sacramento, CA 95814, or by telephone at (916) 323-4399.

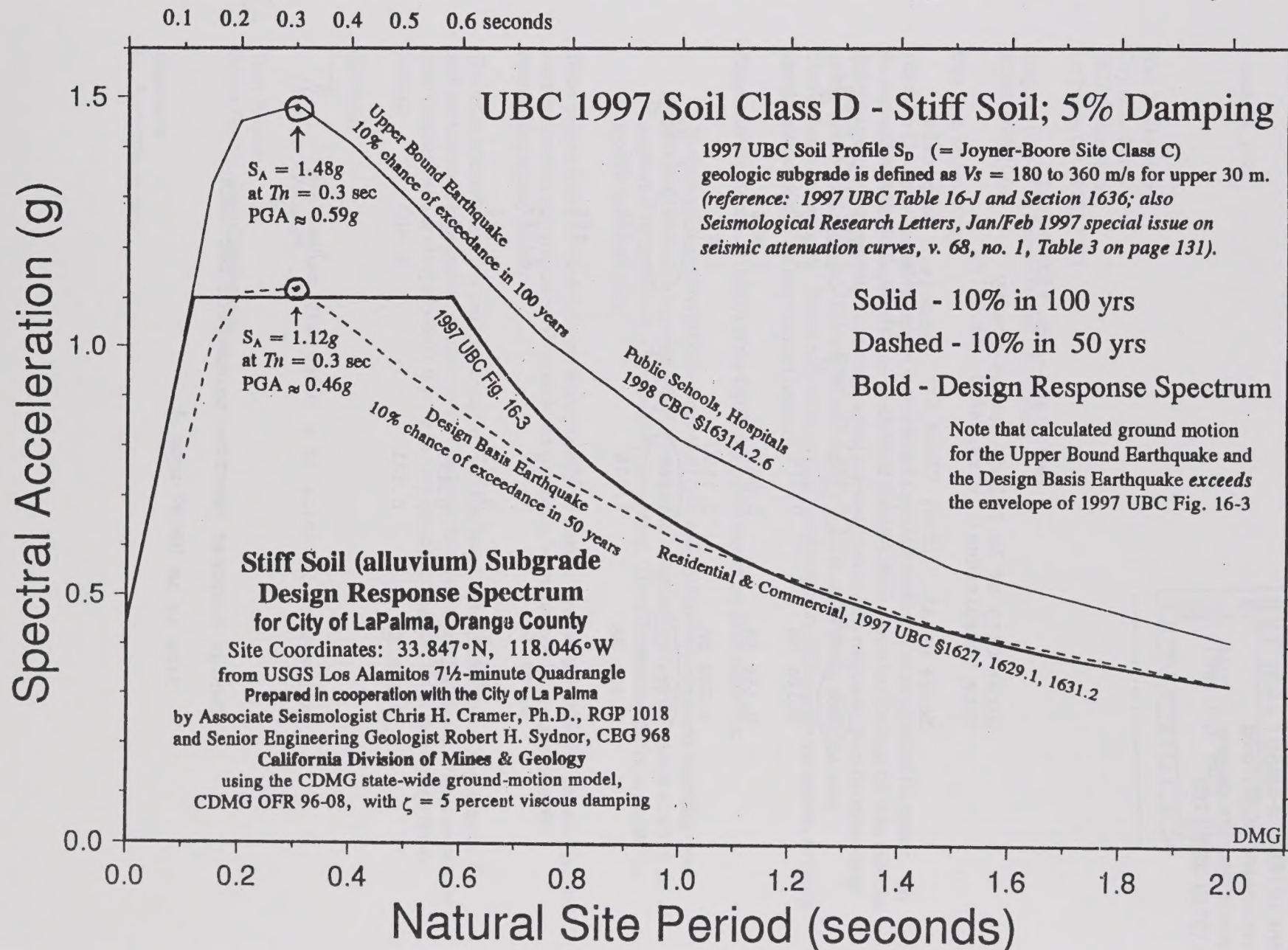


Jason Marshall
Assistant Director

Attachments

cc: R.H. Sydnor
DMG

City of La Palma, Orange County



DEPARTMENT OF CONSERVATION

DIVISION OF MINES AND GEOLOGY

801 K Street, Mail Stop 12-31

Sacramento, CA 95814-3531

phone (916) 323-4399

www.consrv.ca.gov/dmg

RSydnor@consrv.ca.gov

fax (916) 322-4765



DMG State-wide PSHA Model

Site: City of La Palma, Orange County

Site Coordinates: -118.04600 33.84700

Boore et al. (1994) Class C:

Design Basis Eq.

10% in 50 years

Schools & Hospitals

Upper Bound Eq.

10% in 100 years

PGA →	0.459 0.46g	0.587 0.59g
0.10s SA	0.774	1.019
0.15s SA	1.007	1.326
0.20s SA	1.110	1.452
0.30s SA →	1.119 1.12g	1.483 1.48g
0.40s SA	1.036	1.405
0.50s SA	0.944	1.298
0.75s SA	0.753	1.015
1.00s SA	0.612	0.812
1.50s SA	0.431	0.558
2.00s SA	0.321	0.409

All values in units of g (=980.665 cm/sec/sec)

Design Response Spectrum parameters for site:

Site is in UBC97 zone 4



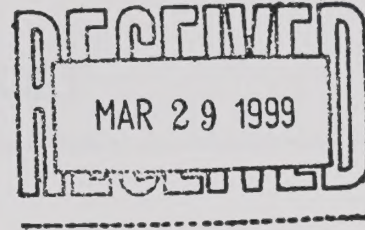
STATE OF CALIFORNIA

Governor's Office of Planning and Research

1400 TENTH STREET SACRAMENTO, CALIFORNIA 95812-3044

Gray Davis
GOVERNOR

March 24, 1999



Joan M. Hoesterey
City of La Palma
7822 Walker Street
La Palma, CA 90623-1771

Subject: City of La Palma General Plan Update
SCH#: 99021012

Dear Joan M. Hoesterey:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Notice of Completion form please note that the Clearinghouse has checked the state agencies that reviewed your document. The review period is now closed and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's eight-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

for

Terry Roberts
Senior Planner, State Clearinghouse

Enclosures
cc: Resources Agency



B. DRAFT ENVIRONMENTAL IMPACT REPORT



B. DRAFT ENVIRONMENTAL IMPACT REPORT

**DRAFT
ENVIRONMENTAL
IMPACT REPORT**

CITY OF LA PALMA

GENERAL PLAN

ENVIRONMENTAL

IMPACT REPORT



prepared for:

7822 Walker Street
La Palma, CA 90623-7700
714.523.7700 (Voice)

CITY OF LA PALMA
Contact: Joan M.
Hoesterey, Planner

prepared by:

1580 Metro Drive
Costa Mesa, CA 92626
Phone: 714.966.9220
Fax: 714.966.9221
E-mail: costamesa@planningcenter.com

**THE PLANNING
CENTER**
Contact: Al Bell

JANUARY 29, 1999

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1. EXECUTIVE SUMMARY

1.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that local governmental agencies, prior to taking action on projects over which they have discretionary approval authority, consider the environmental consequences of such projects. An Environmental Impact Report (EIR) is a public document designed to provide local and state governmental agency decision makers with an analysis of potential environmental consequences to support informed decision-making. This EIR has been prepared to evaluate the environmental consequences of the proposed General Plan update for the City of La Palma. This document is focused on those issues determined to be either potentially significant or significant as discussed in the Initial Study completed for this project (see Appendix A).

1.2 SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

Table 1.2-1 (beginning on the following page) summarizes the conclusions of the environmental analysis contained in this EIR. Impacts are identified as significant or less than significant and for all significant impacts, mitigation measures are identified. The level of significance after imposition of the mitigation measures is also presented.

1. Executive Summary

**TABLE 1.2-1
SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION**

Environmental Impact	Level of Significance Before Mitigation	Mitigation Measure	Level of Significance After Mitigation
5.1 LAND USE AND RELEVANT PLANNING			
Compatibility with Existing Land Uses	Less than significant	No mitigation measures are necessary	Not applicable
Compatibility with the Zoning Code	Less than significant	No mitigation measures are necessary	Not applicable
Internal Consistency of the General Plan	Less than significant	No mitigation measures are necessary	Not applicable
5.2 POPULATION AND HOUSING			
Impact Housing Resources or Population Projections	Less than significant	No mitigation measures are necessary	Not applicable
Induce Substantial Growth	Less than significant	No mitigation measures are necessary	Not applicable
5.3 TRAFFIC AND CIRCULATION			
Exceed Street Segment Capacity	Less than significant	No mitigation measures are necessary	Not applicable
Exceed Intersection Capacity	Potentially significant	5.3-1 Add dual northbound and southbound left-turn lanes at the intersection of Carmenita and Orangethorpe. 5.3-2 Add dual eastbound and westbound left turn lanes at the intersection of Walker and La Palma.	Less than significant
5.4 NOISE			
Short Term Noise Impact	Potentially significant	5.4-1 Construction hours shall be limited to daytime hours Monday through Saturday, as specified by the City. No noise intensive construction activities shall take place on Sundays and federal holidays. 5.4-2 All construction equipment shall be properly maintained to minimize noise emissions. 5.4-3 Stationary noise sources involved in construction activities shall be located away from noise sensitive uses to the maximum extent feasible. 5.4-4 Noise barriers shall be provided as needed to reduce construction related noise emissions.	Less than significant
Long Term Noise Impact	Less than significant	No mitigation measures are necessary.	Not applicable

1. Executive Summary

TABLE 1.2-1

SUMMARY OF ENVIRONMENTAL IMPACTS, MITIGATION MEASURES AND LEVELS OF SIGNIFICANCE AFTER MITIGATION

<i>Environmental Impact</i>	<i>Level of Significance Before Mitigation</i>	<i>Mitigation Measure</i>	<i>Level of Significance After Mitigation</i>
5.5 PUBLIC SERVICES			
Increased Demand for Police Protection Services	Less than significant	No mitigation measures are necessary	Not applicable
Increased Demand for Fire Protection Services	Less than significant	No mitigation measures are necessary	Not applicable
Increased Demand for School Services	Less than significant	No mitigation measures are necessary	Not applicable
5.7 AESTHETICS			
Change in the Visual Character of the Area	Less than significant	No mitigation measures are necessary	Not applicable

1. Executive Summary

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2. Introduction

2. INTRODUCTION

2.1 PURPOSE OF THE ENVIRONMENTAL IMPACT REPORT

The California Environmental Quality Act (CEQA) requires that all state and local agencies consider the environmental consequences of projects over which they have discretionary authority prior to taking action on those projects. This Draft EIR has been prepared to satisfy CEQA, as set forth in the Public Resources Code Section 21000, et. seq., and the State CEQA Guidelines, 14 California Code of Regulations, Section 15000 et. seq. The EIR is the public document designed to provide decision makers and the public with an analysis of the environmental effects of the proposed project, to indicate possible ways to reduce or avoid environmental damage and to identify alternatives to the project. The EIR must also disclose significant environmental impacts that cannot be avoided; growth inducing impacts; effects not found to be significant; and significant cumulative impacts of past, present and reasonably foreseeable future projects.

Pursuant to CEQA Section 21067, the Lead Agency "means the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment." The City of La Palma has the responsibility for the approval of the proposed General Plan Update and therefore is the CEQA Lead Agency for the project. The intent of the EIR is to provide sufficient information on the potential environmental impacts of the proposed General Plan update to allow the City of La Palma to make an informed decision regarding approval of the project.

This EIR has been prepared in accordance with the requirements of the:

- California Environmental Quality Act (CEQA) of 1970, as amended (Public Resources Code Section 21000 et. seq.;
- State Guidelines for the Implementation of the CEQA of 1970 (herein references as CEQA Guidelines), as amended (California Code of Regulations Sections 15000 et. seq.);
- The City of La Palma's CEQA Procedures.

In its capacity as lead agency for the proposed project, the City of La Palma provided technical direction, review and support during the preparation of this EIR. The overall purpose of this EIR is to inform the lead agency, responsible agencies, decision makers and the general public of the environmental effects of the project. This EIR addresses the potential environmental effects of those actions, including effects that may be significant and adverse, evaluates a number of alternatives to the proposed project and identifies mitigation measures to reduce or avoid adverse effects.

2.2 NOTICE OF PREPARATION AND INITIAL STUDY

The City of La Palma determined that an EIR would be required for this project and issued a Notice of Preparation (NOP) and Initial Study on November 20, 1998 (see Appendix A). Comments received during the public review period, which extended from November 23 through December 22, 1998, are contained in Appendix B.

The NOP process is used to help determine the scope of environmental issues to be addressed in the EIR. Based on this process and the Initial Study prepared for the project, certain environmental categories were identified as not being significantly affected by, or affecting the proposed General Plan

2. Introduction

update and, as such, are not discussed in as much detail at those thought to have the potential for significant impacts. For a review of these impact categories, see the Initial Study in Appendix A.

2.3 SCOPE OF THIS EIR

Based on the results of the Initial Study and consideration of the comments received during the scoping process, a number of environmental issues were identified as requiring more detailed review in this EIR. The following is a list of these broad categories:

- Land Use and Planning;
- Population & Housing;
- Transportation & Circulation
- Noise;
- Public Facilities and Services;
- Aesthetics.

Refer to the Initial Study in Appendix A for the specific issues within each of these categories that were determined to require further review. Other specific issues within these categories were dismissed in the Initial Study and have not been reviewed in this EIR. Impacts found not to be significant are identified in Section 6.

2.4 EIR FORMAT

This Draft EIR has been formatted as described below.

Section 1. Executive Summary

This section provides a brief overview of the project and the environmental impacts and mitigation measures for the project.

Section 2. Introduction

This section describes the purpose of the EIR; background on the Notice of Preparation/Initial Study; the scope of the EIR; the format of the Draft EIR; intended uses of the EIR; Final EIR certification; any critical issues remaining to be resolved; any areas of controversy and the mitigation monitoring requirements.

Section 3. Environmental Setting

The purpose of this section is to provide a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and regional perspective. The environmental setting will provide a set of baseline physical conditions that will serve as a tool to allow the lead agency to determine the significance of environmental impacts resulting from the proposed project.

Section 4. Project Description

This section provides a detailed description of the proposed General Plan update including the objectives, policies and programs that would be created by the General Plan.

2. Introduction

Section 5. Environmental Analysis

This section provides a description of the thresholds of significance used in the EIR; the methodology to identify and evaluate the potential impacts of the project; the existing environmental setting; the potential adverse and beneficial effects of the project; the level of impact significance before mitigation; the mitigation measures required for the proposed project; and the level of significance of the adverse impacts of the project after mitigation for each environmental parameter analyzed.

Section 6. Impacts Found Not to be Significant

This section describes impacts of the project that were found not to be significant and therefore were not analyzed in the EIR.

Section 7. Irreversible and Irretrievable Commitment of Resources

This section describes the irreversible and irretrievable commitment of resources associated with the implementation of the proposed General Plan update.

Section 8. Growth-Inducing Impacts of the Project

This section describes the potential growth inducing impacts associated with the proposed project.

Section 9. Cumulative Impacts

This section describes the potential cumulative impacts associated with implementation of the proposed General Plan update and other local and regional development.

Section 10. Alternatives

This section describes the alternatives to the proposed General Plan Update and the impacts of these alternatives compared to the impacts of the proposed project.

Section 11. Organizations and Individuals Contacted

This section lists the persons and organizations who were contacted during the preparation of the Draft EIR for the proposed General Plan Update.

Section 12. Report Preparation Personnel

This section lists the people involved in the preparation of the Draft EIR for the proposed project.

Section 13. Bibliography

This section is a bibliography of the technical reports and other documentation used in the preparation of the Draft EIR for the proposed La Palma General Plan Update.

Appendices

The appendices in this document contain supporting documents and other material too detailed and voluminous to be included in the body of the EIR. Appendix A contains the Notice of Preparation and

2. Introduction

Initial Study; Appendix B contains agency responses to the NOP and correspondence from public agencies; Appendix C contains the traffic analysis prepared by Austin-Foust Associates, Inc; Appendix D contains the noise analysis prepared by Giroux & Associates.

2.5 INTENDED USES OF THIS EIR

Implementation of the proposed General Plan update would require approval by the City of La Palma. The EIR is intended to inform decision makers and the public of the environmental consequences, if any, of the General Plan. The EIR will also provide information on any mitigation measures that could be used to reduce environmental impacts as well as potential alternatives to the General Plan. This EIR process is designed to inform and improve public decision making.

2.6 FINAL EIR

This Draft EIR is being circulated for public review for a period of 45 days. Interested agencies and members of the public are invited to provide written comments on the Draft EIR to the City address shown on the title page of this document. Upon completion of the 45-day review period, the City of La Palma will review all written comments received and prepare written responses for each comment. A Final EIR will then be prepared incorporating all of the comments received, responses to the comments and any changes to the Draft EIR that result from the comments received. This Final EIR will then be presented to the City Council for potential certification as the environmental document for the project. All persons who commented on the Draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the La Palma City Council.

2.7 ISSUES TO BE RESOLVED

At the time of publication of this EIR, there were no known issues to be resolved concerning the La Palma General Plan update.

2.8 AREAS OF CONTROVERSY

There are no known areas of controversy concerning this project.

2.9 MITIGATION MONITORING

Public Resources Code Section 21081.6 requires that agencies adopt a monitoring or reporting program for any project for which it has made findings pursuant to Public Resources Code 21081 or adopted a Negative Declaration pursuant to 21080(c). Such a program is intended to ensure the implementation of all mitigation measures adopted through the preparation of an EIR or Negative Declaration.

The mitigation measures identified in this EIR, if adopted as part of project approval, must be monitored for implementation per Public Resources Code Section 21081.6. The Mitigation Monitoring Program for the City of La Palma General Plan update will be completed prior to final consideration of the General Plan update.

3. ENVIRONMENTAL SETTING

3.1 INTRODUCTION

The purpose of this section is to provide, pursuant to provisions of the California Environmental Quality Act (CEQA) and the State CEQA Guidelines, a "description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, from both a local and a regional perspective." The environmental setting will provide a set of baseline physical conditions that will serve as a tool to allow the lead agency to determine the significance of environmental impacts resulting from the proposed project.

3.2 REGIONAL ENVIRONMENTAL SETTING

The City of La Palma is located within the Los Angeles Basin, which, in turn, is situated in the coastal plain of the peninsular range's geomorphic province. This area is characterized by elongated northwesterly trending ridges and structural features and is a seismically active area. The ground surface in La Palma is primarily an outwash plain formed by deposits of sediments from the Santa Ana, San Gabriel, Rio Hondo and Los Angeles rivers as well as the Coyote Creek. The City can generally be characterized as gently sloping to the southwest.

The City of La Palma is located in northwestern Orange County adjacent to the Los Angeles/Orange County boundary, as shown in Figure 3.1-1, Regional Location Map. Figure 3.1-2, City Boundary, shows that the City is bounded by the City of Cerritos to the north and west, the City of Cypress to the south and the City of Buena Park to the east. La Palma is roughly bounded by 183rd Street to the north, Valley View Street to the east, the Union Pacific railroad to the south and Coyote Creek to the west. Land uses surrounding La Palma are primarily residential in the Cities of Cypress, Buena Park and Cerritos, with some commercial uses located along major arterial routes and extensive industrial uses located to the north of La Palma. There is very little undeveloped land located in the vicinity of the City of La Palma.

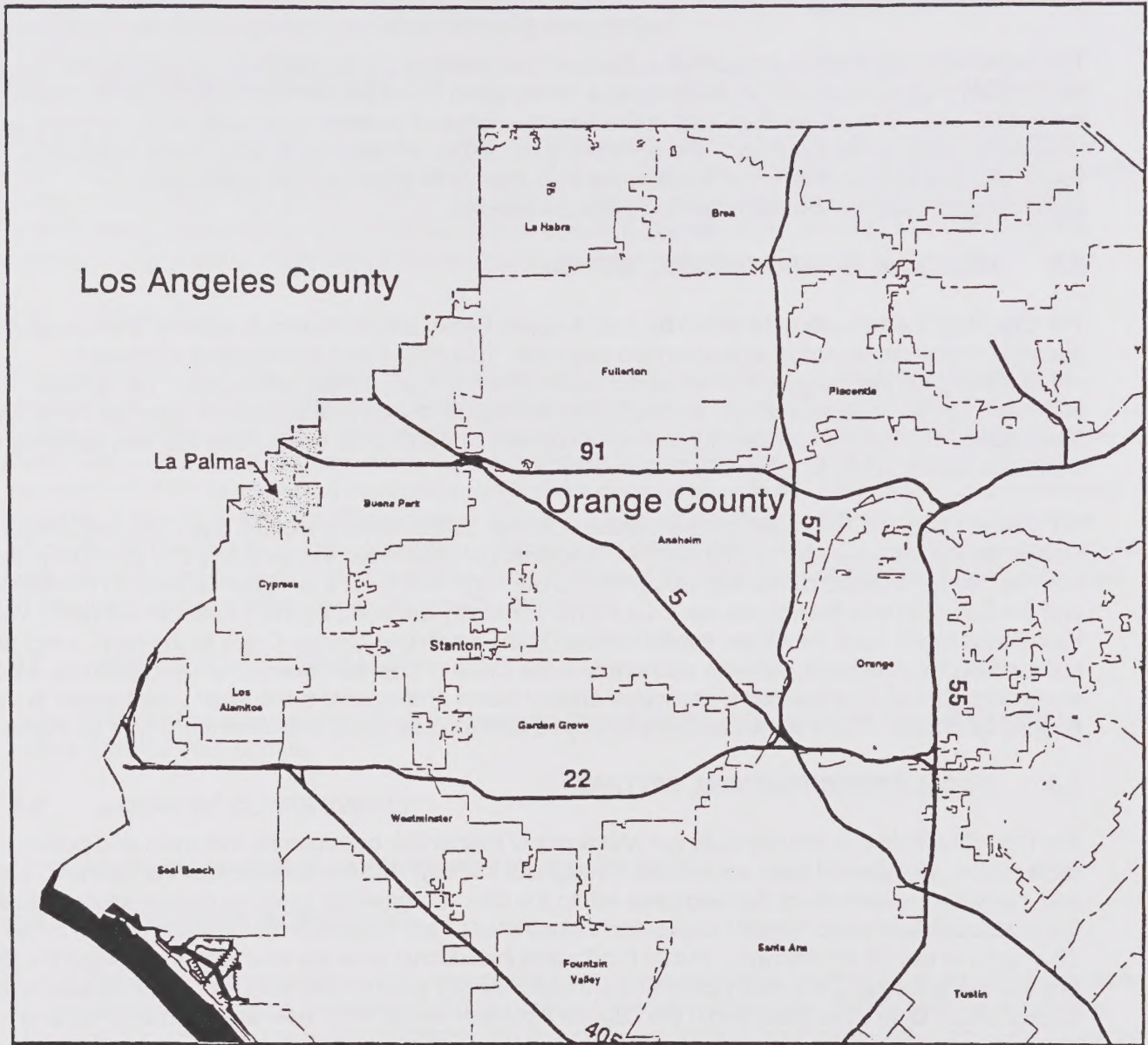
3.3 LOCAL ENVIRONMENTAL SETTING

The City of La Palma is virtually built out with a mix of residential, commercial, industrial and public facility uses. Residential uses are located throughout the City, with the exception of the northeast corner, and make up the majority of the land uses within the City. Commercial uses are largely concentrated at the intersections of major arterial routes and industrial uses are located in the northern portion of the City, north of the SR-91 Freeway. Public facility and institutional uses are scattered throughout the City and include schools, a hospital, police and fire stations, City government offices and private uses such as churches. Only a few sites within the City are vacant or available for new development. No land adjacent to the City is available for annexation. Existing land uses within the City are summarized in Table 3.1-1, *Existing Land use Designations*.

As of December 1998, La Palma had a total of 5,007 housing units. Single-family housing is the predominant existing land use within the City (50.4%). Nearly 96% of the housing stock (both single family and multiple family) was built prior to 1980. Since 1990, a total of 147 dwelling units have been constructed. Neighborhoods have a wide variety of well-maintained landscaping, mature street trees, and a sidewalk system connecting to schools and the open-space corridor. Most residents (61%) have lived in the City for a decade or more. The housing stock overall is in good to excellent condition.

3. Environmental Setting

Regional Location

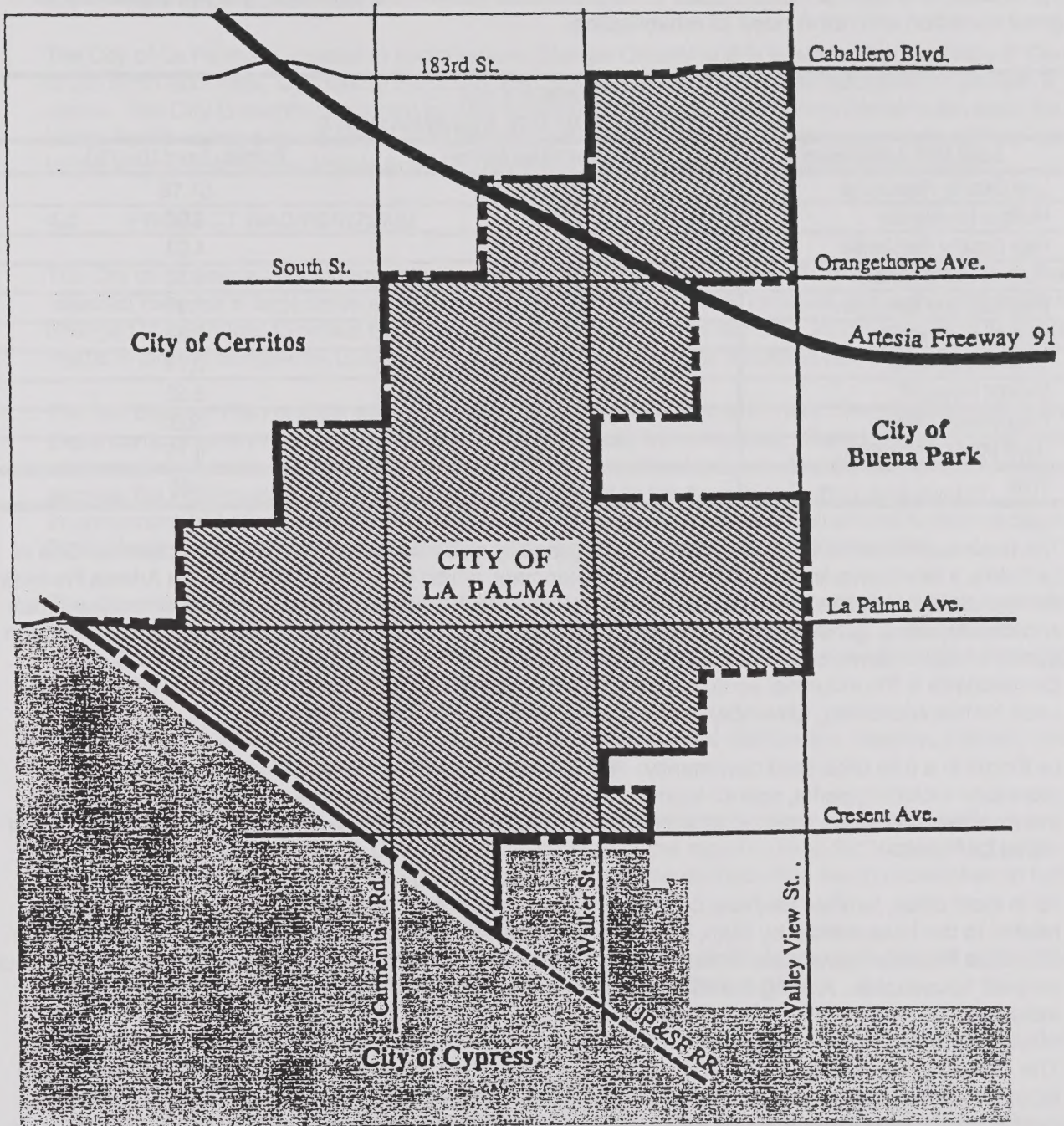


NOT TO SCALE



3. Environmental Setting

City Boundary



NOT TO SCALE



3. Environmental Setting

Multiple family housing comprises 7.6% of the community. There are five apartment complexes totaling 1,214 units, and each is located close to neighborhood commercial services. The complexes are all in good condition and not in need of rehabilitation.

**TABLE 3.1-1
EXISTING LAND USE DESIGNATIONS**

<i>Land Use Designation</i>	<i>Existing Land Use (Acres)</i>	<i>Existing Land Use (%)</i>
Low Density Residential	460.32	51.18
Multiple Residential	27.53	3.06
High Density Residential	36.27	4.03
Multiple Use Business	38.83	4.32
Neighborhood Business	26.91	2.99
General Business	18.44	2.05
Office Professions	6.64	0.74
General Industrial	76.61	8.52
Public/Quasi Public	170.80	19.00
Open Space/Recreation	36.98	4.11
Total	899.33	100

The business/industrial sectors of the City are generally well maintained and visually attractive. One of La Palma's landmarks is the Centerpointe development, which is highly visible from the Artesia Freeway. Centerpointe is a master-planned mixture of high-rise hotel, office, restaurants, entertainment, research and development, general commercial and light manufacturing uses. The development projects a high quality image in terms of landscaping, pedestrian circulation, signage and architecture. Adjacent to Centerpointe is the industrial sector of the City. The area is characterized by large, low-rise buildings, used for manufacturing, assembly, warehousing, and other light industrial uses.

La Palma is a fully urbanized community. Public open-space is comprised of lands used for outdoor recreation including parks, school yards, and pedestrian and bicycle paths. Currently, the City has approximately 37 acres devoted to parkland. There are no open-space lands with natural habitat areas within La Palma.

As in most cities, families (defined by the Census as people who live together in a household that are related to the householder by birth, marriage, or adoption) represented the majority (86 percent) of the City of La Palma's households in 1990. Over 82 percent of La Palma's residents live in small (one to four-person) households. Among the 675 non-family households, 455 were single-person households, including 109 persons 65 or over living alone.

The 1990 Census showed that 8,904 residents of the City of La Palma were employed, representing a labor force participation rate of 74.7 percent of persons between the ages of 16 and 64. According to the California State Employment Development Department, the total resident labor force in La Palma in 1997 was 9,090. The unemployment rate in La Palma was reported by the Department as 1.7 percent in 1997, compared to 3.2 percent for the County of Orange as a whole.

4. Project Description

4. PROJECT DESCRIPTION

4.1 PROJECT LOCATION

The City of La Palma is located in northwestern Orange County and is bounded by the Cities of Cerritos to the north and west, Cypress to the south, and Buena Park to the east, as discussed in Section 3, above. The City is roughly bounded by 183rd Street to the north, Valley View Street to the east, the Union Pacific railroad to the south and Coyote Creek to the west. Regional access to the City of La Palma is provided by the Artesia Freeway (SR-91) at the Orangethorpe Avenue interchange.

4.2 PROJECT BACKGROUND

The City of La Palma was incorporated in 1955 as the City of Dairyland. The name of the City at that time reflected the area's large scale agricultural and dairy uses. In 1965, however, the name of the City was changed to La Palma to reflect the increasing suburbanization of the City. At present, the City of La Palma is almost completely built-out with residential, commercial, industrial and public facility uses.

The last General Plan update was prepared for the City of La Palma in 1993. The City has determined that a comprehensive revision of the General Plan should be completed. State Law requires all cities and counties to have a long-range plan for their physical development. The General Plan is intended to express the community's goals and values with respect to the type, distribution, and level of improvement of both public and private land uses and to guide future development related decisions. To do that it contains goals and policies to guide future decisions made within the City.

The General Plan may be adopted in any format deemed appropriate or convenient by the legislative body. It may be a single document or a group of documents relating to subjects or geographic segments of the planning area. State law requires that a General Plan address each of the following "elements", to the extent they apply to the city:

- | | |
|----------------|---|
| Land Use: | A land use element should designate the general distribution, location, intensity and extent of the uses of the land in the City. |
| Housing: | A housing element should include a description of existing housing conditions, an analysis of the City's appropriate share of the regional need for housing and a description of the specific housing programs and activities being undertaken to fulfill State housing requirements. |
| Circulation: | A circulation element should consist of the general location and extent of existing and proposed major thoroughfares and transportation routes. |
| Conservation: | A conservation element should cover the conservation, development, and utilization of natural resources. |
| Open Space: | The open space element is the plan for the comprehensive and long-range preservation and use of open space land, including land for recreational purposes. |
| Public Safety: | A safety element should consider the protection of the community from any unreasonable risks associated with the effects of seismic activity and other geological conditions, flooding, wildland and urban fires and other risks to public safety. |

4. Project Description

Noise: A noise element identifies and appraises noise problems in the community. The noise element must recognize the guidelines established by the Office of Noise Control, State Department of Health Services.

In the proposed General Plan Update, these mandated subjects are organized under four general chapters: The City Structure, Community Safety, Housing, and Growth Management. The first two contain most of the elements required by State law. Housing is treated separately because its scope is specified in great detail in the law. The Growth Management Chapter likewise covers a single subject because of the specifications of Measure "M".

The City zoning code, redevelopment plans, capital improvement plans and public works projects must all be consistent with the General Plan. Refinements made to the proposed General Plan will create inconsistencies with the existing zoning code and other City of La Palma ordinances. Upon approval of the proposed General Plan, an ordinance will be enacted requiring special review of all inconsistencies pending revisions of necessary codes.

4.3 PROJECT CHARACTERISTICS

4.3.1 Project Objectives

The proposed General Plan Update presents a vision and then provides the policy direction, through goals and policies, to achieve that vision. The following is the vision statement provided in the La Palma General Plan Update.

Vision: The power to imagine a future that sustains the positive values of the present.

Family: People united by common values, convictions, and aspirations.

Pride of Ownership: Caring enough about one's home to invest in it continually.

Opportunity: The chance to prosper according to one's commitment and ability.

Security: Freedom from fear of one's person or property being violated.

A vision for a community is a mental picture of the future created by anticipating or conceiving important desired characteristics of the place. The vision of future conditions in the City of La Palma can be more fully described as follows: Homes and businesses are attractive and well maintained; the City feels like a safe place and citizens know that they and their property are well protected by local law enforcement and active citizen groups; community activities and partnerships maintain a strong commitment to families and children; and a wide variety of educational and community service opportunities are available to people of all ages, including the youth of La Palma.

4.3.2 Description of the Project

The proposed General Plan Update creates a vision for future conditions in the City and identifies key issues in maintaining the small town quality of La Palma. The vision of La Palma as a "Home Town" is based on prevailing characteristics such as family, opportunity, security and pride of ownership. The changes proposed as part of the General Plan Update are intended to support this vision.

Land Use Designations

The General Plan Update establishes nine land use designations for La Palma. Land use designations define the amount, type, and nature of development that is allowed in a given location of the Land Use

4. Project Description

Plan/Zoning Map. In addition, population and intensity standards are specified in accordance with State General Plan law. The City of La Palma Land Use Plan/Zoning Map (Figure 4.3-1) applies the land use designations to the parcels within the City of La Palma.

The General Plan Update would alter existing land use designations by modifying some of the current land use categories. Fewer land use categories would also be provided because several of the current categories would be combined to simplify administrative procedures and reflect existing conditions. Existing Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation in the General Plan Update. The proposed changes are primarily intended to reflect existing conditions. The following is an overview of the land use designations proposed under the General Plan Update.

Residential

Residential uses are intended to be the principal and dominant use within each of the residential designations. Other uses such as public facilities/utilities, family day care facilities (as defined in the California Health and Safety Code), congregate care facilities, transitional housing, and home occupations, which are determined to be compatible with residential areas may also be allowed in accordance with the Zoning Code.

Single Family Residential (1-8.7 Dwelling Units per Net Acre). The Single-Family designation is intended to provide for a range of single-family housing types including conventional single-family detached homes, patio homes, zero lot line homes, and attached lower-density developments such as duplexes. The maximum density of 8.7 du/ac reflects the existing average density for single-family development within the City. Most of the remaining land upon which residential development can occur is in the Single Family Residential category.

Multiple Family Residential (8.8-30 Dwelling Units per Net Acre). The Multiple Family designation is intended to accommodate the development of a range of attached and detached residential uses. Typical housing types include higher density single-family residences, patio homes, zero lot line homes, and attached multiple family dwellings such as duplexes, townhouses, condominiums and garden apartments. Congregate care facilities, emergency shelters, and transitional housing could be approved as a conditional use in accordance with the provisions of the Zoning Code. The existing average density of multiple family housing is 17 units per net acre.

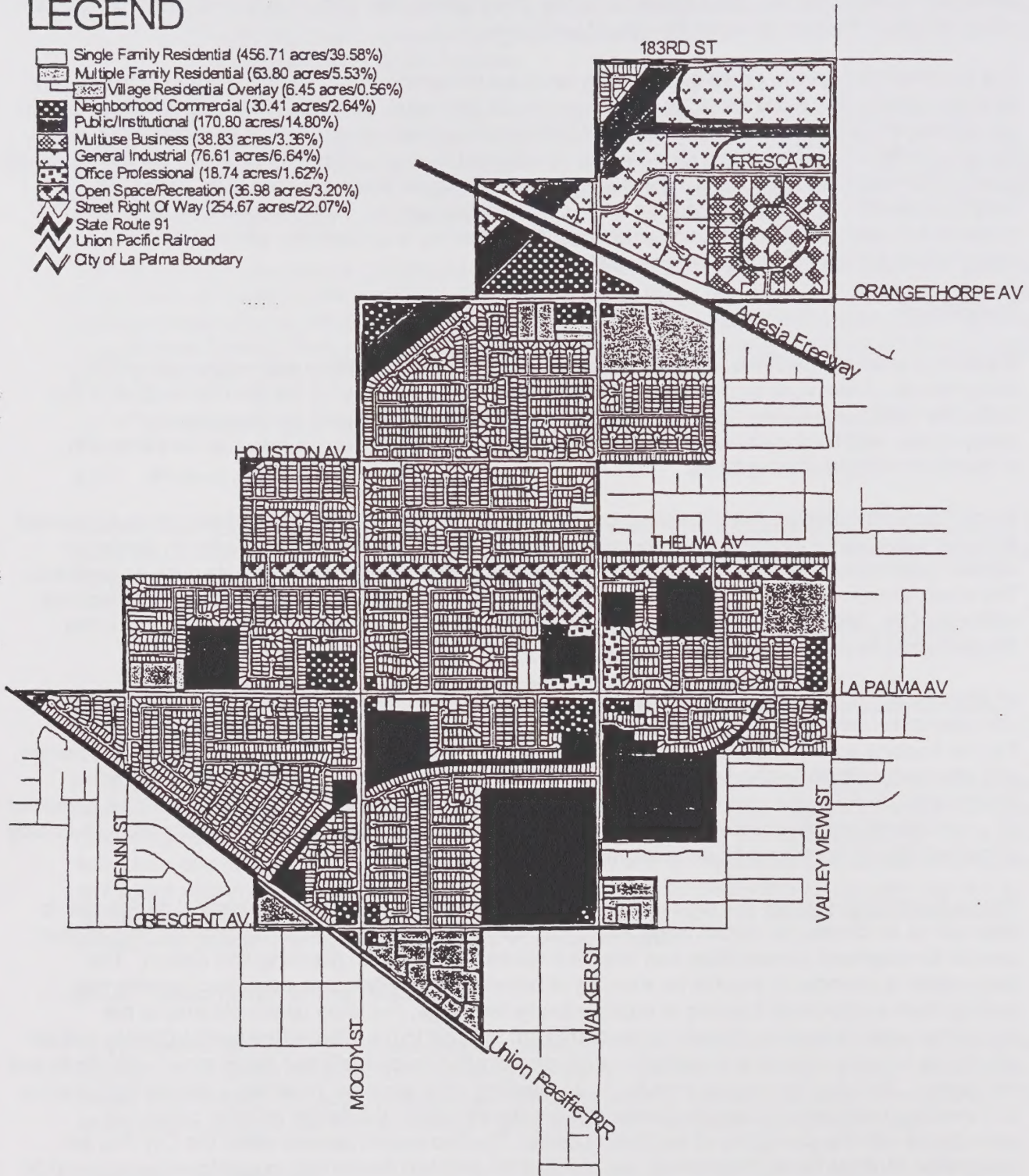
Village Residential Overlay (8.8-30 Dwelling Units per Net Acre). The Village Residential designation is intended as an overlay for certain areas within the Multiple Family Residential designation that involve special development opportunities and require a tailored approach to planning and design. The designation is intended to provide for a variety of housing types within one project or development, ranging from single-family housing to multiple family dwellings, including uses incidental to the residential uses. The types of developments that are suitable to the Village Residential Overlay include affordable housing projects and senior housing projects that involve tailored development standards and site design. The density range is from 8.8 to 30 dwelling units per acre, however, a density bonus of up to 6 dwelling units per acre may be granted for the development of a senior housing project, in accordance with the provisions of the Zoning Code. The two vacant parcels within the City that are designated Multiple Family Residential, are planned for a 60-unit senior citizen apartment complex at 30 units per net acre.

4. Project Description

Land Use Plan/Zoning Map

LEGEND

-  Single Family Residential (456.71 acres/39.58%)
-  Multiple Family Residential (63.80 acres/5.53%)
-  Village Residential Overlay (6.45 acres/0.56%)
-  Neighborhood Commercial (30.41 acres/2.64%)
-  Public/Institutional (170.80 acres/14.80%)
-  Multiuse Business (38.83 acres/3.36%)
-  General Industrial (76.61 acres/6.64%)
-  Office Professional (18.74 acres/1.62%)
-  Open Space/Recreation (36.98 acres/3.20%)
-  Street Right Of Way (254.67 acres/22.07%)
-  State Route 91
-  Union Pacific Railroad
-  City of La Palma Boundary



NOT TO SCALE



4. Project Description

Non-Residential Designations

Each of the non-residential designations indicates the dominant use intended and the maximum intensity at which that use can occur. The building intensity is measured according to a floor area ratio (FAR). An FAR is the ratio of total gross floor area of a building to the total lot area. Floor area does not include area within parking structures.

Neighborhood Commercial (Maximum Floor Area Ratio of .4). The Neighborhood Commercial designation provides localized commercial retail and service activities for surrounding neighborhoods. Typical uses include: food markets (usually less than 50,000 square feet), drug stores, clothing stores, sporting goods, cleaners, banks, offices, private schools and child care centers, hardware stores, other retail and personal services uses, and community facilities. Neighborhood commercial projects should be compatible in design and scale with adjacent residential areas, and should be designed to provide convenient connections with adjacent residential neighborhoods.

Office Professional (Maximum Floor Area Ratio of .6). The Office Professional designation provides for single or multi-tenant offices and may include limited supporting uses for on-site employees. Office developments may range from low-rise structures situated in a landscaped garden arrangement, to mid-rise structures at appropriate locations. Typical uses include professional offices for legal, design, and engineering services, medical offices/health care centers, corporate headquarters, and general offices for insurance, real estate, and financial services. Supporting convenience services may be permitted to serve the needs of on-site employees or visitors/patients.

Multiuse Business (Maximum Floor Area Ratio of .6). The Multiuse Business designation provides for a compatible/complementary mixture of uses including: general and professional offices, high rise hotels, retail and service commercial uses, research and development operations, commercial recreation, and light manufacturing. Multiuse Business developments should offer attractive and distinctive architectural design, substantial landscaping, and convenient pedestrian access between uses.

General Industrial (Maximum Floor Area Ratio of .6). The General Industrial designation provides for a range of industrial uses including manufacturing, assembly, distribution, research and development facilities, science laboratories, warehousing, and utility buildings/facilities. Uses may include ancillary office and commercial activities. Commercial developments, such as home improvement stores, and wholesale and retail commercial activities may be conditionally approved in accordance with the Zoning Code.

Public/Institutional (Maximum Floor Area Ratio of .6). The Public/Institutional designation is intended for a range of public and private uses including: schools, government offices, police and fire stations, public utilities, flood control channels, libraries, museums, hospitals, churches, and cultural facilities. Public/Institutional uses may be permitted in other land use designations under the procedures established in the Zoning Code.

Open-Space/Recreation (Maximum Floor Area Ratio of .2). The Open-Space/Recreation designation encompasses parkland and utility easements developed for recreational use. Only accessory buildings or those structures related to parks and recreation facilities are intended for open-space lands. This designation may also accommodate certain commercial outdoor recreation uses as a conditional use in accordance with the Zoning Code. La Palma currently contains 35.97 acres of developed parkland. In addition, 1.01 acres of the Edison Easement, west of Barbi Lane would be designated as open space, but would continue to be utilized as a wholesale nursery. In addition, a total of 53.9 acres of landscaped

4. Project Description

playground and recreational facilities at public schools in the City have been considered a potential recreational resource.

4.3.3 Planned Development

The General Plan Update anticipates the eventual buildout of the City according to the updated land use designations. The majority of the changes in land use designations are intended to better reflect existing land uses. In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified.

The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated Neighborhood Business District, they would be converted to the Multi-Family Residential designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing apartment development. The City of La Palma's Community Development Commission is anticipating assisting in the development of this project. No other land use changes have been made to accommodate new uses.

However, the General Plan would also allow the subdivision of some existing large-scale Single Family Residential lots to provide a few additional housing units. Development on the few vacant lots remaining within the City would occur based on market conditions in the private sector.

Goals and Policies

The General Plan Update is intended to guide and influence future development related decisions in La Palma. To do that, it contains goals and policies that provide guidance for City officials. Goals describe general conditions that are desired. Policies state guidance to be used in future decision making. Table 4.3-1 provides the goals and policies included in the General Plan Update.

TABLE 4.3-1
CITY OF LA PALMA GENERAL PLAN GOALS

<i>Topic</i>	<i>Goals and Policies</i>
THE CITY STRUCTURE	
Quality of Life	Goal 1: Maintain a quality of life characterized by family orientation, pride of property maintenance, personal and property security, and individual opportunity.
	Policy 1.1: The General Plan shall consistently be referenced in recommending and making land use and development decisions.
	Policy 1.2: Proposals for community improvement should consider both long and short range benefits as well as multiple areas of benefit in achieving consistency with the General Plan.
City Identity	Goal 2: Promote a true small town atmosphere that is recognized as a prospering, contemporary, living environment because that is what truly exists.
	Policy 2.1: The City should be clearly and consistently identified in a variety of places throughout the City and on all official documents.
	Policy 2.2: The City should foster its small town character throughout its community improvements, City sponsored activities, and communications with its citizens.
	Policy 2.3: The City should maintain its numerous traditions and allow the evolution of others.
	Policy 2.4: Promote the continuation of businesses that serve the community well.

4. Project Description

Quality of the Built Environment	Goal 3: Ensure the quality maintenance of public and private development ,irrespective of its value in the market place.
	Policy 3.1: Code enforcement shall be pursued in a firm, but fair manner to enable property owners to improve their properties without undue hardship.
	Policy 3.2: Zoning standards shall be established which emphasize guidance for improvement of individual properties on an incremental basis.
	Policy 3.3: Streetscapes along arterial highways shall be maintained and improved to contribute to the quality of the built environment, with particular emphasis on paving, sidewalks, landscaping, and walls.
	Policy 3.4: Programs shall be maintained which bring positive recognition to property owners/occupants who do an exceptional job of maintaining and enhancing their properties.
Land Uses	Goal 4: Continue to encourage and facilitate mix and diversity of land use that generally maintains the current balance and pattern of uses.
	Policy 4.1: The General Plan Land Use Map shall also be used for zoning purposes to maintain consistency.
	Policy 4.2: Density and intensity standards shall be observed in order to assure consistency between land use potential and traffic capacities of the arterial street system and other public facilities and services.
	Policy 4.3: Prohibit land uses that are not compatible with residential development south of Route 91 and locate them, instead, to the north of the Freeway.
	Policy 4.4: Allow land uses that contribute to the City's economic development so long as they do not impinge upon residential neighborhoods.
	Policy 4.5: Promote the continuation of businesses that serve the community well.
Inter-Governmental Cooperation	Goal 5: Continue to foster cooperative arrangements with other local governments that enhance and enable effective public services and facilities.
	Policy 5.1 Support joint powers agreements, memorandums of understanding, and other formal and informal arrangements with other local governmental agencies where such agreements generate mutual benefits.
Transportation Safety and Efficiency	Goal 6: Support a safe and efficient circulation system within La Palma.
	Policy 6.1: Maintain a Level of Service "D" or better at all intersections under the sole control of the City, during peak hours.
	Policy 6.2: Maintain roadway surfaces, traffic signals, street signage, sidewalks, parkways, and medians in safe conditions.
	Policy 6.3: Enforce speed limits throughout the City.
	Policy 6.4: Require that development of new private driveways does not introduce significant traffic conflicts along major streets and residential collector roads.
Quality Parks and Recreation Facilities	Goal 7: Continue to maintain a high quality parks and recreation system that meets the various recreational needs of residents.
	Policy 7.1: Improve existing parkland and recreation facilities, as the City budget permits.
	Policy 7.2: Provide new recreation facilities (for either passive or active use) as the City budget permits.
	Policy 7.3: Coordinate with other governmental entities to improve open-space resources on school grounds.

COMMUNITY SAFETY

Fire Hazard	Goal 1: Maintain fire services that offer maximum feasible protection from loss of life and property.
	Policy 1.1: Support the maintenance of well-equipped Fire services providing a high level of service and quick response times.
	Policy 1.2: Continue to maintain adequate fire flow throughout the City and provide adequate water storage to meet peak fire demand.
Police Protection	Goal 2: Continue to support high quality, police protection services.
	Policy 2.1: Maintain a well-equipped, high quality local Police Department.

4. Project Description

	Policy 2.2: Support cooperative programs between the Police Department and local organizations.
Flood Hazard	Goal 3: Strive to provide protection for life and property from flood hazards. Policy 3.1: Support the safe operation of regional flood control efforts. Policy 3.2: Support the efficient operation of local drainage facilities.
Geologic/ Seismic Hazards	Goal 4: Build a community with maximum feasible protection from seismic and geologic hazards. Policy 4.1: Comply with all applicable requirements of the Seismic Hazards Mapping Act (Public Resources Code Division 2, Chapter 7.8). Policy 4.2: Require all new development to comply with the most recent Uniform Building Code seismic design standards and State of California Seismic Building Standards. Policy 4.3: Require mitigation of potential adverse impacts of geologic and seismic hazards at the project level. Policy 4.4: Promote awareness of seismic and geologic hazards within the City.
Hazardous Waste	Goal 5: Ensure consistently safe use, storage and transportation of hazardous materials within the City. Policy 5.1: Support the implementation and enforcement of regulations providing for the safe handling of hazardous materials. Policy 5.2: Monitor facilities that use, store, or handle hazardous materials. Policy 5.3: Support State and regional efforts to control nonpoint sources of water pollution.
Emergency Preparedness	Goal 6: Strive for minimum loss of life, injury, and property damage in the event of an emergency. Policy 6.1: Prepare for the effective mobilization of City resources (both public and private) in the event of an emergency. Policy 6.2: Support regional emergency response planning.
HOUSING	
Housing	Goal 1: Provide a diversity of housing opportunities to satisfy the physical, social and economic needs of the existing and future residents of La Palma, including those with special needs (special needs include large families, single parent households, the disabled, senior citizens, and the homeless). Policy 1.1: Ensure that housing is safe and sanitary with adequate public services to accommodate the needs of City residents. Policy 1.2: Promote the continued maintenance and enhancement of the existing housing stock. Policy 1.3: Support innovative public, private and non-profit efforts in development of affordable housing, particularly for special needs groups.
Housing	Goal 2: Maintain high quality residential development standards to ensure the establishment of livable neighborhoods with lasting safety and aesthetic value. Policy 2.1: Continue to establish and enforce property maintenance regulations that promote the sound maintenance of property and enhance the livability and appearance of residential areas. Policy 2.2: Provide public services and improvements that enhance and create neighborhood stability.
Housing	Goal 3: Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing. Policy 3.1: Remove regulatory barriers to the development of emergency and transitional housing for the homeless. Policy 3.2: Periodically review City development standards to ensure consistency with the General Plan and to facilitate high-quality affordable housing.
Housing	Goal 4: Assure that housing opportunities are available to all persons without regard to race, color, ancestry or national origin, religion or marital status. Policy 4.1: Encourage and support the enforcement of laws and regulations prohibiting the discrimination in lending practices in the sale or rental of housing.

4. Project Description

Policy 4.2: Assure and support the efforts of others to ensure that unrestricted access to housing is available to all segments of the community.

Policy 4.3: Encourage and consider supporting local private non-profit groups that address the housing needs of the homeless and other disadvantaged groups.
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GROWTH MANAGEMENT¹

Growth Management	Goal 1: Reduce traffic congestion and ensure that adequate transportation and public facilities are provided for existing and future residents of the City.
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Source: City of La Palma General Plan Update

1: Growth Management Policies were too extensive to be included in this summary table. Please refer to the City of La Palma General Plan Update for a complete listing of Growth management Policies.

The goals and policies identified here place primary emphasis on maintaining exiting conditions in La Palma as well as the quality of existing City facilities and services. Focus has also been placed on steps the City can take through code enforcement and incentive programs to ensure that private property is well maintained. Other steps to maintain and improve the aesthetic conditions of the City include a program to improve the appearance of block walls along existing streets with maintenance and additional landscape materials. In addition, the General Plan Update would support a program to assist school districts in maintaining and improving school grounds. These improvements would have a functional and aesthetic component and would benefit school children as well as residents who use school facilities for recreational purposes during non-school hours. Although the City is almost entirely built-out, the General Plan Update would also support the provision of additional housing on available lots within the City, as well as the maintenance of existing housing, especially affordable housing.

4.3.4 Project Phasing

The proposed General Plan Update will take effect immediately upon approval by the La Palma City Council. Upon approval of the General Plan Update, an ordinance will be enacted requiring special review of all inconsistencies with the City's zoning code and other documents, pending revisions of necessary codes.

5. Environmental Analysis

5. ENVIRONMENTAL ANALYSIS

5.1 LAND USE AND RELEVANT PLANNING

5.1.1 Methodology Related to Land Use

Cities are required by the State of California to include a Land Use Element in their General Plans. A Land Use Element designates the proposed general distribution, location and extent of uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land (Government Code Section 65302a).

The purpose of the Land Use Element is to establish a pattern of compatible land uses to reflect existing conditions and to guide future development. The Land Use Element of the proposed General Plan update was evaluated based on both a review of existing conditions and anticipated future conditions within the City of La Palma.

5.1.2 Existing Conditions Related to Land Use

Existing Land Uses in the City of La Palma

The City of La Palma is almost entirely built-out with minimal vacant land remaining to be developed. La Palma is made up of a mix of residential, commercial, light industrial and public facility uses. Residential uses are located throughout the City, with the exception of the northeast corner, and make up the majority of the land uses in the City. Commercial uses are largely concentrated at the intersections of major arterial routes and industrial uses are located in the northern portion of the city, north of the SR-91 Freeway. Public facility and institutional uses are scattered through the City and include schools, a hospital, police and fire stations, City Government offices and private uses such as churches. No land adjacent to the City is available for annexation.

The existing General Plan divides land uses within the City into five major land uses types. Each of these land use types is divided into separate categories of uses correlated with specific intensity of development standards. These land uses and their associated standards are described below.

Residential Land Use

Low Density Residential (460.3 Acres): This designation applies to areas intended for single-family detached housing. Density ranges from 1 to 6 dwelling units per acre.

Multiple Residential (27.5 Acres): This designation applies to properties intended for development as lower density apartments or condominiums and higher density detached single-family residences. Dwelling unit density ranges from 7 to 14 dwelling units per acre.

High Density (36.3 Acres): This designation applies to areas intended for garden apartments and condominiums and other forms of attached housing. Dwelling unit density is 33 dwelling units per acre.

5. Environmental Analysis

Commercial Land Uses

Neighborhood Business (26.9 Acres): This land use is intended to provide limited retail and other commercial services which are primarily oriented towards and compatible with residential areas. The maximum floor area ratio (FAR) is 0.30

General Business (18.4 Acres): This land use is intended to provide a full range of commercial uses including retail sales, service and repair establishments, and highway related uses. The maximum FAR is 0.40.

Multiple Use Business (38.8 Acres): This land use category provides for a mixture of high-rise hotel, office, restaurant, entertainment, commercial recreation, research/development, light manufacturing, and general commercial uses. The maximum FAR is 0.60

Office and Professional (6.6 Acres): These land uses are located primarily at the intersection of Walker Street and La Palma Avenue and are principally doctors and medical related.

Industrial Land Uses

General Industrial (76.6 Acres): This land use category provides for general manufacturing with directly related commercial uses, warehousing, public utility facilities, processing and assembly activities. The uses must be environmentally clean and must not produce fumes, odor, dust, smoke, gas or vibrations that could impact adjacent properties. The maximum FAR is 0.20.

Public/Quasi Public Uses

Public/Quasi Public (170.8 Acres): These uses include the Civic Center, schools, hospitals, police and public utilities facilities.

Open Space

Open Space/Recreation (37.0 Acres): This land use category encompasses parks and greenbelts. The maximum FAR is 0.20.

5.1.3 Standards of Significance

The project will be considered to have a significant effect related to land use if it will:

- conflict with adopted environmental plans and goals for the community where it is located;
- disrupt or divide the physical arrangement of an established community; or
- conflict with established recreational, educational, religious or scientific uses of the area..."

5.1.4 Impacts and Mitigation Measures

IMPACT: COMPATIBILITY WITH EXISTING LAND USES

Impact Analysis: The General Plan Update would alter existing land use designations, by modifying some of the current land use categories. Fewer land use categories would also be provided because

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several of the current categories would be combined to simplify administrative procedures and better reflect existing conditions. Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation. The proposed changes are primarily intended to better reflect existing conditions and would not lead to significant land use alterations. The following is an overview of the proposed land use designations under the General Plan Update (refer to Section 4, *Project Description*, for a more detailed explanation of proposed land uses).

Single Family Residential (456.7 Acres): The Single Family designation is intended to provide for a range of single family detached homes, patio homes, zero lot line homes, and attached lower-density developments such as duplexes. This designation would allow 1 – 8.7 dwelling units per acre.

Multiple Family Residential (63.8 Acres): The Multiple Family designation is intended to accommodate the development of a range of attached and detached residential uses. Typical housing types include higher density single-family residences, patio homes, zero lot line homes, and attached multiple family dwellings such as duplexes, townhouses, condominiums and garden apartments. This designation would allow 8.8-30 dwelling units per acre.

Village Residential Overlay: The Village Residential designation is intended as an overlay for certain areas within the Multiple Family Residential Designation that involve special development opportunities and require a tailored approach to planning and design. This designation would allow 8.8-30 dwelling units per acre.

Neighborhood Commercial (30.4 Acres): The Neighborhood Commercial designation provides localized commercial retail and service activities for surrounding neighborhoods. This designation would allow a maximum FAR of 0.40.

Office Professional (18.7 Acres): The Office Professional designation provides for single or multi-tenant offices and may include limited supporting uses for on-site employees. This designation would allow a maximum FAR of 0.60.

Multi-use Business (38.8 Acres): The Multi-use Business designation provides for a compatible/complementary mixture of employment and commercial uses. This designation would allow a maximum FAR of 0.60.

General Industrial (76.6 Acres): The General Industrial designation provides for a range of industrial uses including manufacturing, assembly, distribution, research and development facilities, science laboratories, warehousing, and utility buildings/facilities. This designation would allow a maximum FAR of 0.60.

Public/Institutional (170.8 Acres): The Public/Institutional designation is intended for a range of public and private uses including: schools, government offices, police and fire stations, public utilities, flood control channels, libraries, museums, hospitals, churches, and cultural facilities. This designation would allow a maximum FAR of 0.60.

Open Space/Recreation (37.0 Acres): The Open-Space/Recreation designation encompasses parkland and utility easements developed for recreational use. Only accessory buildings or those structures related to parks and recreation facilities are intended for open-space lands. This designation may also accommodate certain commercial outdoor recreations uses as a conditional use in accordance with the Zoning Code. Maximum allowable FAR is 0.20).

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Land Use Comparisons

Table 5.1-1 provides a listing of the proposed land use designations and the total land area that would be covered by each designation. Some of the proposed General Plan land use designations represent a consolidation of existing land use categories. The proposed Multiple Family and Village Residential Overlay designations represent a combination of the current Multiple Residential and High Density Residential designations, while the Neighborhood Commercial designation represents a combination of the Neighborhood Business and General Business designations. In addition, the names of some land use categories would be changed to better reflect existing and proposed uses. The Low Density designation would be changed to Single Family Residential and the Public/Quasi Public designation would be changed to Public/Institutional.

Existing land uses are shown in column 1 of Table 5.1-1, while current and proposed General Plan designated land uses are shown in columns 2 and 3, respectively. Existing and proposed General Plan land uses are identified using proposed General Plan land use designations while current General Plan land uses are described using current General Plan designations.

**TABLE 5.1-1
LAND USE COMPARISONS**

Land Use Designations ¹	1		2		3	
	Existing Land Use (Acres)	Existing Land Use (%)	Current General Plan Land Use (Acres)	Current General Plan Land Use (%)	Proposed General Plan Land Use (Acres)	Proposed General Plan Land Use (%)
SINGLE FAMILY RESIDENTIAL	453.40	50.41			456.71	50.78
Low Density Residential			460.32	51.18		
MULTIPLE FAMILY	68.35	7.60			63.80	7.09
VILLAGE RESIDENTIAL OVERLAY					6.45	0.72
Multiple Residential			27.53	3.06		
High Density Residential			36.27	4.03		
MULTI-USE BUSINESS	38.83	4.32	38.83	4.32	38.83	4.32
NEIGHBORHOOD COMMERCIAL	43.11	4.79			30.41	3.38
General Business			18.44	2.05		
Neighborhood Business			26.91	2.99		
OFFICE PROFESSIONAL	6.64	0.74	6.64	0.74	18.74	2.08
GENERAL INDUSTRIAL	76.61	8.52	76.61	8.52	76.61	8.52
PUBLIC/INSTITUTIONAL	116.90 ²	13.00			116.90 ²	13.00
Public/Quasi Public			116.90 ²	13.00		
OPEN SPACE/RECREATION	90.88 ^{2,3}	10.11	90.88 ^{2,3}	10.11	90.88 ^{2,3}	10.11
Vacant	4.61	0.51				
Total	899.33	100	899.33	100	899.33	100

1: Proposed General Plan designations are shown in all CAPITALS and current General Plan designations are shown in lower case letters. Where current and proposed General Plan designations are the same they are shown in all CAPITALS.

2: The Open Space/Recreation designation shown here includes 53.9 acres of landscaped playground area on school grounds. The actual General Plan designation for school grounds is Public/ Institutional or Public/Quasi Public.

3: The westernmost 1.01 acre of the Edison easement in the City of La Palma, west of Barbi Lane, has been designated Open Space in the General Plan but is actually used for a wholesale nursery. Therefore, the total land available for recreational use is 89.87 acres.

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A comparison between existing (column 1) and proposed (column 3) land uses in Table 5.1-1 shows that the total acreage for most land uses would change very little. The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated Neighborhood Business District use, they would be converted to the Multi-Family Residential land use designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing development. This residential development would be located adjacent to Single-Family Residential uses to the south, Multiple-Family Residential uses to the east and west and Neighborhood Commercial uses to the north. The proposed senior housing development would be consistent with adjacent land uses and would not generate any significant land use impacts.

Another change would involve the re-designation of 12.1 acres of commercial uses at the northwest corner of Orangethorpe Avenue and Walker Street to the Office Professional designation. However, as with many of the land use changes in the proposed General Plan, this would not involve a fundamental change in use, but rather a modification to the land use designation to better reflect on-site land uses. Other minor changes to land use designations would be made as technical corrections to the current General Plan.

In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified. Other minor modifications to land use requirements would be made for administrative purposes. Figure 4.3-1 shows the designation of land uses within the City under the proposed General Plan.

As of December, 1998, the City had 5,007 dwelling units and all but five parcels designated for residential use are currently developed. Two of the parcels are owned by the City and are planned for the 60-unit senior citizen apartment complex, discussed above. The other three parcels are designated for Single Family development. In addition to these vacant parcels, several large single-family parcels could ultimately be divided into smaller lots. However, overall development potential within the City is minimal.

General Plan Update Goals and Policies

Unlike most growing cities whose General Plan focuses primarily on how the community will look and function when it is built-out, the La Palma General Plan Update is focused on maintaining and enhancing the present built environment. The proposed General Plan designations, in conjunction with the policies and implementation actions of the General Plan Update, are intended to maintain the existing land use pattern; ensure that deterioration of existing uses does not occur; schedule improvements to occur when and where needed; and maintain existing service levels.

The following goals and policies from the proposed General Plan Update are related to current and future land use in the City of La Palma.

Goal 3: Ensure the quality maintenance of public and private development, irrespective of its value in the market place.

Policy 3.2 Zoning standards shall be established which emphasize guidance for improvement of individual properties on an incremental basis.

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Policy 3.3 Streetscapes along arterial highways shall be maintained and improved to contribute to the quality of the built environment, with particular emphasis on paving, sidewalks, landscaping, and walls.

Policy 3.4 Programs shall be maintained which bring positive recognition to property owners/occupants who do an exceptional job of maintaining and enhancing their properties.

Goal 4: Continue to encourage and facilitate a mix and diversity of land use that generally maintains the current balance and pattern of uses.

Policy 4.1 The General Plan Land Use Map shall also be used for zoning purposes.

Policy 4.2 Density and intensity standards shall be observed in order to assure consistency between land use potential and traffic capacities of the arterial street system and other public facilities and services.

Policy 4.3 Prohibit land uses that are not compatible with residential development southerly of the Route 91 Freeway and locate them, instead, northerly of the Freeway.

Policy 4.4 Allow land uses that contribute to the City's economic development so long as they do not impinge upon residential neighborhoods.

Policy 4.5 Promote the continuation of businesses that serve the community well.

The proposed changes to the land use designations would not significantly alter land uses in the City or promote a significant change in land uses in the future. Overall, policies presented in the General Plan Update would promote the maintenance of existing land uses and the controlled development of compatible land use on remaining vacant lots within the City. The General Plan update is not anticipated to generate any significant land use impacts.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: CONSISTENCY WITH THE ZONING CODE

Impact Analysis: The City of La Palma Zoning Code establishes land use classifications, development regulations, and procedures based upon the City's General Plan. Upon adoption of the proposed General Plan Update, the existing zoning code would be amended to be consistent with the new designations and to carry out applicable standards, policies and implementation actions of the General Plan. The General Plan land use map would serve as both a land-use policy and Zoning Map. The land use designations and density/intensity of development standards are intended to be consistent between the two documents, upon adoption.

Although consistency between the General Plan Update and revised Zoning Code cannot be determined at this time, the intent of the revisions to the Zoning Code would be to create consistency between the two documents. Based on the minimal changes proposed to General Plan land use designations, no significant conflicts are anticipated between new designations and surrounding land uses. Therefore, no significant conflicts are anticipated in the revision of the City Zoning Code.

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Any future amendments or updates to the General Plan must be followed by an amendment to the Zoning code within a reasonable time frame to insure consistency between the two documents. No significant impacts are anticipated to result from the proposed General Plan Update.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: INTERNAL CONSISTENCY OF THE GENERAL PLAN

Impact Analysis: Section 65300.5 of the government code requires that the General Plan be consistent throughout (i.e., "internally consistent"). Each General Plan element is affected by policies contained in other elements. For instance, the Housing Element is affected by development policies contained in the Land Use Element, which establishes the location, type, intensity and distribution of land uses throughout the City. The Circulation Element establishes policies for providing essential streets and roadways to all developed land uses. The policies that are contained in other elements of the General Plan affect the quality of life that citizens can expect. Based on an analysis of the goals and policies presented in Section 4.3, above, no inconsistencies have been identified. As portions of the General Plan are amended in the future, the elements of the General Plan would be required to be reviewed to ensure that internal consistency is maintained.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5.2 POPULATION AND HOUSING

5.2.1 Methodology Related to Population and Housing

The Housing Element is one of the seven General Plan elements mandated by the State of California, as articulated in Sections 65580 to 65589.8 of the Government Code. State Law also requires that jurisdictions evaluate their housing elements every five years to determine their effectiveness in achieving City and State housing goals and objectives, and to adopt an updated Element that reflects the results of this evaluation. The City of La Palma Housing Element is intended to comply with State housing law and to cover a five-year planning period extending through July, 2003.

The potential impacts of the General Plan Update were evaluated relative to the following conditions and characteristics in the City of La Palma:

- Demographic characteristics including population and housing;
- Socioeconomic characteristics including employment and income.

5.2.2 Existing Conditions Related to Population and Housing

Population Characteristics

Population Trends and Forecasts

According to the US Census, the population of the City of La Palma stayed nearly constant between 1980 and 1990, dropping from 15,397 to 15,392. The City's population grew by 2.3% from 1990 through 1997, much less than the 9.3 % growth rate reported for the County of Orange for the same period. Future projections indicate that this trend of minimal growth will continue. According to CSU at Fullerton's Center of Demographic Research, the population of La Palma is projected to increase to 16,115 by the year 2000, then decline to 15,823 in 2005, and stay nearly constant through the year 2010. Growth in the County of Orange as a whole is expected to be much greater.

The age distribution of the population in La Palma indicates that the City has a larger middle-age and older population than the County as a whole. While 10.7% of the population in Orange County is in the 45-54 year old age bracket, 17% of La Palma residents fall into this age group. Conversely, the City of La Palma has a smaller percentage in the 25-34 age bracket, with 20.2 percent of County residents falling into this category, while only 15.4 percent of City residents are in this age group.

In terms of race and ethnicity, the population of La Palma is approximately 49 % White, 10.3% below the White population for the County as a whole. As shown in Table 5.2-1, below, the City is becoming increasingly diverse, as the White population has decreased from 53.1% to 49% between 1990 and 1995. The City has the largest concentration of Asian residents in the County. The percentage of Asian residents comprising the City's population is roughly three times that of the County's Asian population as a whole. The City also has twice the Black population ratio of the County, but its ratio of Hispanic residents is over 12% less than the County's ratio of Hispanic residents.

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**TABLE 5.2-1
RACE AND ETHNICITY**

Race	1990		1995		% of Pop. Co. of Orange
	No. of Persons	% of Pop. City of La Palma	No. of Persons	% of Pop. City of La Palma	
White	8,175	53.1	7,607	49.0	59.3
Black	574	3.8	554	3.6	1.8
American Indian	30	.2	Included in "Other" below		
Asian	4,788	31.1	5,012	32.3	11.5
Hispanic	1,772	11.5	2,247	14.5	26.8
Other	53	.3	94	0.6	0.6
TOTAL	15,392	100.0	15,514	100.0	100.0

Source: 1990 Census of Population, Center for Demographic Research, CSUF.

Employment Characteristics

The 1990 Census showed that 8,904 of the City's residents were employed, representing a labor force participation rate of 74.7% of persons between the ages of 16 and 64. The total number of residents employed in La Palma in March, 1997 was 9,090, according to the California State Employment Development Department. The unemployment rate in La Palma was reported by the Department as 1.7% in March of 1997, compared to 3.2% for the County of Orange as a whole. CSU Fullerton's Center of Demographic Research estimated the number of jobs in La Palma to total 2,979 in 1994, and grow to 4,516 in 1998. By the year 2000, the number of jobs in La Palma is projected by CSU Fullerton to have reached 5,285. Table 5.2-2 shows the number of persons employed in a variety of occupational categories and the corresponding percentage of the labor force for the City according to the 1990 Census.

**TABLE 5.2-2
EMPLOYMENT**

Occupation	No. of Persons	% of City Population Employed
Executive, administrative and managerial occupations	1,629	18.2
Professional specialty occupations	1,635	18.3
Technicians and related support occupations	375	4.1
Sales occupations	1,298	14.5
Administrative support occupations, including clerical	1,804	20.2
Private household occupations	17	.2
Protective service occupations	180	2.0
Service occupations, except protective and household	500	5.5
Farming, forestry, and fishing occupations	24	.26
Precision production, craft, and repair occupations	751	8.4
Machine operators, assemblers, and inspectors	215	2.4
Transportation and material moving occupations	240	2.7
Handlers, equipment cleaners, helpers and laborers	238	2.7
TOTAL	8,906	100.0

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Income

According to the 1990 Census, the median household income in La Palma was \$54,364, which is slightly above the County of Orange median of \$45,922, and well above the median income for the State of California as a whole, \$35,798. The 1998 Area Median Family Income for a family of four (\$65,800 for 1998) was used to determine the City's income distribution from the 1990 Census data based HUD income distribution tables. As shown in Table 5.2-3, 38% of the City's households earned very low and low incomes in 1989, based on 1998 AMFI, 33% earned median and moderate incomes, and 29% earned upper incomes.

TABLE 5.2-3
HUD INCOME GROUPS DISTRIBUTION IN LA PALMA

HUD Income Groups ¹	No. of Households in La Palma	% of Total
Very Low Income (<\$32,900)	1,141	24
Low Income (\$32,900-45,300)	665	14
Median Income (\$45,300-65,800)	1,138	23
Moderate Income (\$65,800-78,950)	506	10
Upper Income (\$78,950+)	1,429	29
TOTAL	4,879	100.0

¹: Calculated using 1997 AMFI for Orange County of \$65,800 and 1990 Census Income Categories

Household Characteristics

As in most cities, families (defined by the Census as people who live together in a household that are related to the householder by birth, marriage, or adoption) represented the majority (86%) of the City of La Palma's 4,879 households in 1990. Over 82% of La Palma's residents live in small (one to four-person) households. Among the 675 non-family households, 455 were single-person households, including 109 persons 65 or over living alone. Table 5.2-4 provides a summary of the household makeup in the City of La Palma.

TABLE 5.2-4
CITY OF LA PALMA
1990 HOUSEHOLD SIZE

Household Size	Number of Households	Percentage Distribution
1	455	9.3%
2	1,372	28.1%
3	1,049	21.5%
4	1,157	23.7%
5	580	11.9%
6	154	3.2%
7	112	2.3%
TOTAL	4,879	100.0%

Source: 1990 Census of Population and Housing

According to the 1990 Census, 399 occupied housing units were overcrowded in La Palma, representing just over 7% of the occupied housing units in the City. Rental units were more overcrowded than owner-

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occupied units, with rental units comprising 4.5% of the total, and owner occupied units representing 3.6%. The rate of overcrowding is lower for the City of La Palma than for the County as a whole.

State and Federal standards specify that a household overpays for its housing if it spends more than 30 percent of its gross income per month on housing. Based on 1997 data, a very low-income household of four should not be paying more than \$823 per month in rent, a low-income family should not be paying more than \$1,133 and a moderate income family should not be paying more than \$1,974 per month.

According to the 1990 Census, there were 4,815 occupied housing units in La Palma. A total of 3,572 (74%) were owner occupied, while 1,243 (26%) were renter occupied. As shown in Table 5.2-4, 1,031 (21%) of households in owner-occupied units were overpaying for housing in 1990 and 529 (11%) of households in renter-occupied units were overpaying for housing. According to SCAG, roughly 37% of households in Orange County as a whole are overpaying for housing.

**TABLE 5.2-5
OVERPAYMENT FOR HOUSING IN LA PALMA**

Householder Age	% of Household Income (Renter-Occupied Housing Units)		% of Household Income (Owner-Occupied Housing Units)		Total Over- paying Housing Units	% of Total Housing Units
	30-34%	35 + %	30-34%	35 + %		
15-64	111	390	267	697	1,465	30%
65+	0	28	17	50	95	2%
TOTAL	111	418	284	747	1,560	32%

Source: 1990 Census

Housing Stock Characteristics

The composition of the City of La Palma's housing stock is identified in Tables 5.2-6 and 5.2-7, below. Table 5.2-6 shows a comparison of housing type, number of units and percentage distribution from 1990 to 1997. As shown, 72 units were added to the City's housing stock between 1990 and 1997, though the mix of housing types in the City remained relatively constant. Single family detached homes comprise the majority (72.1%) of the City's housing stock. The Vacancy rate, shown in Table 5.2-7, has remained constant between 1990 and 1997 at 2.4%.

**TABLE 5.2-6
HOUSING STOCK COMPOSITION COMPARISON 1990-1997**

Housing Type	Number of Housing Units		Percentage Distribution	
	1990	1997	1990	1997
Single Family, Detached	3,572	3,611	72.4	72.1
Attached	355	366	7.2	7.5
Multi-Family, 2-4	75	82	1.5	1.9
Multi-Family 5+	920	912	18.6	18.4
Mobile Homes	0	3	0	.06
Other	13	2*	.26	.04
TOTAL	4,935	5,007	100%	100%

* These are identified as Group Quarters by the California State Department of Finance.

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**TABLE 5.2-7
VACANCY RATES COMPARISON 1990-1997**

Status	Number of Units		Percentage Distribution	
	1990	1997	1990	1997
Occupied	4,815	4,883	97.6	97.6
Vacant	120	122	2.4	2.4

Source: 1990 Census of Population and Housing 1997 California Department of Finance Housing Estimates

5.2.3 Standards of Significance

The proposed project would have a significant impact related to population and housing if it would:

- induce substantial growth or concentration of population;
- conflict with adopted environmental plans and goals for the community where it is located; or
- displace a large number of people.

5.2.4 Impacts and Mitigation Measures

IMPACT: IMPACT ON HOUSING RESOURCES OR POPULATION PROJECTIONS

Impact Analysis: The goals and policies identified in the La Palma General Plan Update would support the development of new housing opportunities where feasible. However, since the City of La Palma is almost entirely built-out, and changes to existing land use policies and designations would not provide significant new housing opportunities, there is limited potential for new housing growth within the City. The City of La Palma estimates that with the provision of additional senior housing units and the division of some large scale lots into smaller parcels, that the City would be capable of providing a total of approximately 5,098 housing units at buildout. New housing opportunities would be supported by the City in order to provide a healthy living environment within the City and to accommodate the housing needs of special groups such as seniors by providing senior housing.

Special emphasis is also placed on maintaining the condition of existing residential properties through a combination of code enforcement and residential assistance programs. Relevant goals and policies from Chapter 4, *Housing*, of the General Plan Update are provided below.

Goal 1: Provide a diversity of housing opportunities to satisfy the physical, social and economic needs of the existing and future residents of La Palma, including those with special needs (special needs include large families, single parent households, the disabled, senior citizens, and the homeless).

Policy 1.2: Promote the continued maintenance and enhancement of the existing housing stock.

Policy 1.3: Support innovative public, private and non-profit efforts in development of affordable housing, particularly for special needs groups.

Goal 2: Maintain high quality residential development standards to ensure the establishment of livable neighborhoods with lasting safety and aesthetic value.

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Policy 2.1: Continue to establish and enforce property maintenance regulations that promote the sound maintenance of property and enhance the livability and appearance of residential areas.

Policy 2.3: Provide public services and improvements that enhance and create neighborhood stability.

Goal 3: Address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.

The addition of less than 100 new housing units at buildout would not create significant environmental impacts or generate substantial growth impacts in the area. Any population increase resulting from the proposed housing development is anticipated to fall within established population projections.

Job growth is expected to increase within the City. However, the level of job growth expected would not lead to an increase in population that would exceed regional projections. Population at buildout is expected to increase to approximately 15,925. No significant environmental impacts related to population or housing would result from the General Plan Update.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: INDUCE SUBSTANTIAL GROWTH

Impact Analysis: Since the City is almost entirely built-out, future development within the City would be limited to the development of a few vacant lots and the possible redevelopment of existing uses. The proposed General Plan update would not involve the development of substantial new infrastructure in any part of the City. Due to the limited amount and scale of development and redevelopment that is anticipated to occur within the City as a result of the General Plan Update, no significant impacts on local or regional growth are anticipated.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5.3 TRAFFIC AND CIRCULATION

5.3.1 Methodology Related to Traffic and Circulation

This section provides an overview of the Circulation Element of the General Plan and identifies the methodology utilized in analyzing traffic and circulation conditions in La Palma.

The overall goal of the Circulation Element of the proposed General Plan is to provide a safe and efficient transportation system for existing and proposed land uses within La Palma. The arterial highways component of the Circulation Element is part of the County of Orange Master Plan of Arterial Highways (MPAH). This plan was designed to facilitate the efficient movement of people and goods throughout the entire County. Adoption of the MPAH by the City would be supported by the proposed General Plan Update.

A traffic study was conducted for the General Plan Update by Austin-Foust Associates, Inc. for a set of intersections and roadway links within the city. For the intersections, AM and PM peak hour turn movement volumes were obtained, and for the roadway links, 24-hour machine counts were taken at selected locations. Figure 5.3-1 shows the locations for which count data is presented.

5.3.2 Existing Conditions Related to Traffic and Circulation

The Master Plan of Arterial Highways provides arterial classifications for roadways in Orange County. Arterial highway standards are defined as follows:

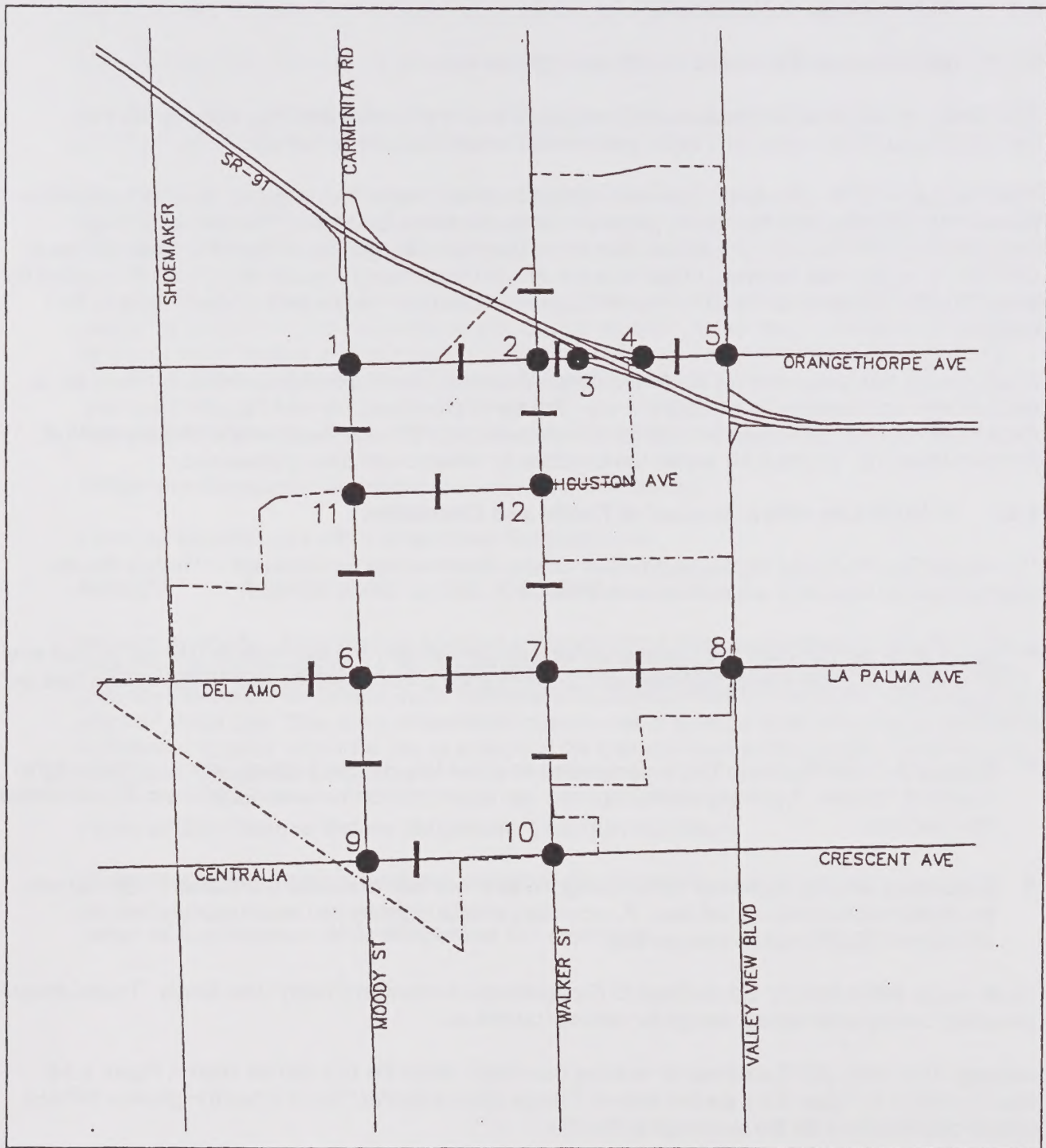
- **Major Arterial Highway:** This is designed as a six lane divided highway with an ultimate right-of-way of 120 feet. A major arterial highway can accommodate between 30,000 and 45,000 vehicle trips per day.
- **Primary Arterial Highway:** This is designated as a four lane divided highway with an ultimate right-of-way of 100 feet. A primary arterial highway can accommodate between 20,000 and 30,000 vehicle trips per day.
- **Secondary Arterial Highway:** This is designed as a four lane undivided (no median) highway with an ultimate right-of-way of 100 feet. A secondary arterial highway can accommodate between 10,000 and 20,000 vehicle trips per day.

Truck routes within the City are confined to Orangethorpe Avenue and Valley View Street. Trucks are not permitted on any other streets except for delivery purposes.

Average daily traffic (ADT) volumes for existing conditions within the City can be seen in Figure 5.3-2. Also illustrated in Figure 5.3-2 are the current Orange County Master Plan of Arterial Highways (MPAH) arterial classifications for the roadways in the City.

The purpose of the City's circulation system is to provide convenient access within the community and to major regional destinations, as well as to minimize the disruption of through traffic. The performance of a given roadway segment or intersection is rated by its Level of Service (LOS).

Traffic Study Intersections



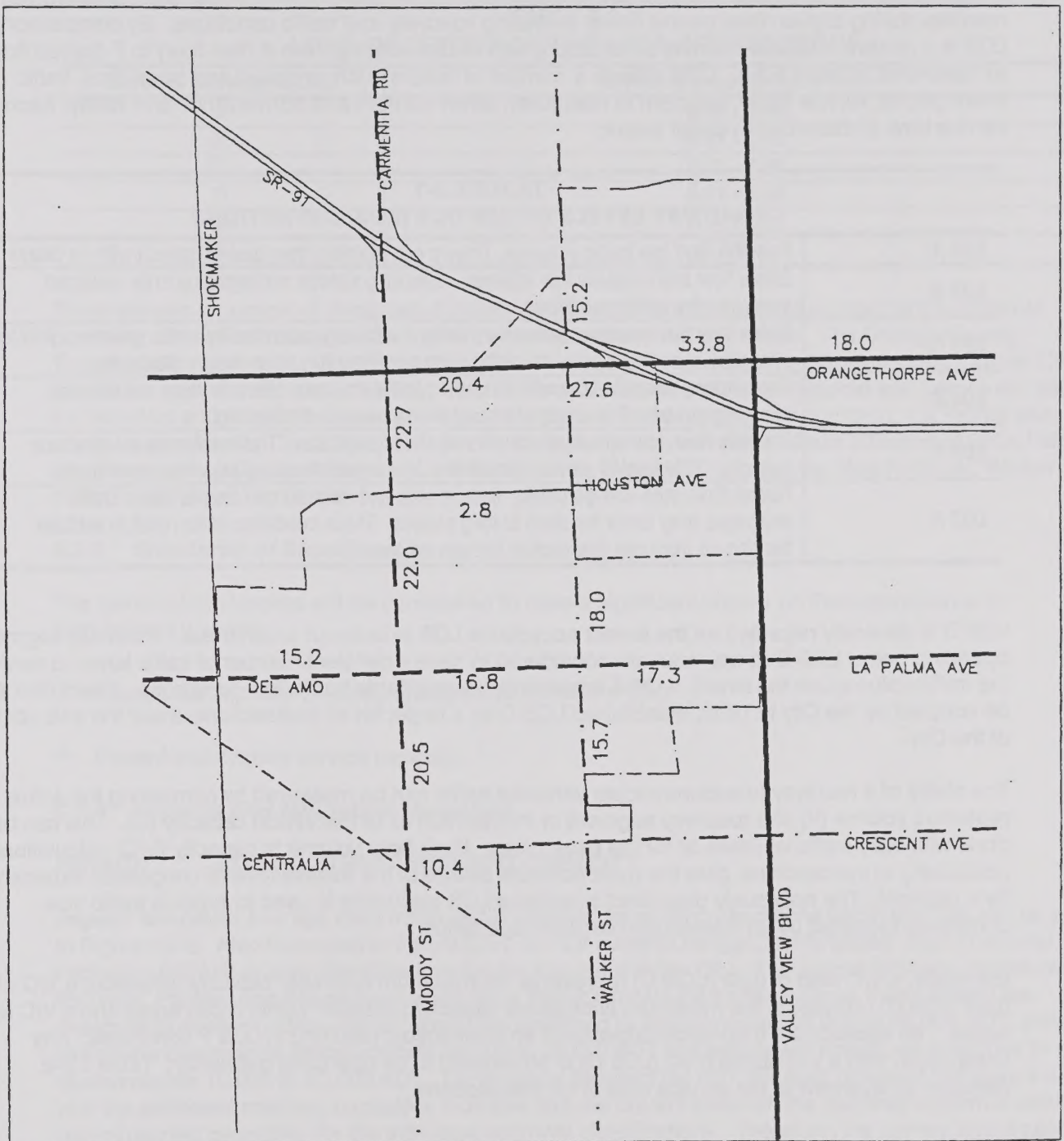
LEGEND

-  ADT COUNT LOCATION
-  INTERSECTION COUNT LOCATION

NOT TO SCALE

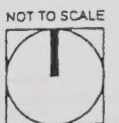


Average Daily Traffic



LEGEND

- MAJOR (six lanes)
- PRIMARY (four lanes)
- SECONDARY (four lanes)



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Roadway capacity has been defined as the maximum number of vehicles that can pass over a given roadway during a given time period under prevailing roadway and traffic conditions. By comparison, LOS is a relative measure of driver satisfaction, with values ranging from A (free flow) to F (forced flow) as described in Table 5.3-1. LOS reflects a number of factors such as speed and travel time, traffic interruptions, vehicle delay, freedom to maneuver, driver comfort and convenience and safety. Each service level is described in detail below:

**TABLE 5.3-1
ROADWAY LEVELS OF SERVICE (LOS) DEFINITIONS**

LOS A:	Free flow and low traffic volumes. Drivers can maintain their desired speeds with no delays.
LOS B:	Stable flow and relatively low volumes. Operating speeds are beginning to be restricted somewhat by traffic conditions.
LOS C:	Stable flow but speeds and maneuverability are closely controlled by traffic volumes. This level of service is normally considered the highest suitable for urban design standards.
LOS D:	Approaching unstable flow with increasing traffic volumes, tolerable delay and tolerable operating speeds. The driver's freedom to maneuver is diminishing.
LOS E:	Unstable flow, low operating speeds and often congestion. Traffic volumes are at or near capacity. This level of service should only be acceptable during peak hour conditions.
LOS F:	Forced flow, stop-and-go traffic. Both speeds and volumes can drop to zero. Traffic stoppages may occur for short or long periods. These conditions often result in vehicles backing up from one intersection through another.

LOS D is generally regarded as the lowest acceptable LOS in built-out urban areas. Roadway segments operating below LOS D at any hour are considered to have a deficient number of traffic lanes to service the traffic volumes on the street. LOS F represents unacceptable traffic flow conditions. Resolution 92-64 adopted by the City in 1992, established LOS D as a target for all intersections under the sole control of the City.

The ability of a roadway to accommodate vehicular traffic can be measured by comparing the actual protected volume (V) of a roadway segment or intersection to its theoretical capacity (C). This can be done with daily traffic volumes or for the peak hours. Peak hour volume to capacity (V/C) calculations, particularly at intersections, give the most accurate picture of the relative level of congestion experienced by a motorist. The previously described qualitative LOS evaluation is used to express traffic flow conditions identified by an intersection capacity evaluation.

Generally, a V/C ratio of 0.80 (LOS C) represents the maximum desirable capacity utilization, a V/C of 0.90 (LOS D) represents the maximum acceptable capacity utilization within urban areas and a V/C ratio above 1.00 exceeds the theoretical capacity of an intersection, resulting in LOS F conditions. Any intersection with a V/C above 0.90 (LOS D) is considered to be operating deficiently. Table 5.3-2 provides an overview of the service criteria for intersections.

5. Environmental Analysis

TABLE 5.3-2
LEVEL OF SERVICE CRITERIA FOR INTERSECTIONS

Level of Service (LOS)	Volume to Capacity (V/C) Ratio
A	0.00 - 0.60
B	0.61 - 0.70
C	0.71 - 0.80
D	0.81 - 0.90
E	0.91 - 1.00
F	1.01 +

There are also a number of designated bikeways within the City that serve the important function of providing alternative transportation routes as well as recreational resources. The Orange County Transportation Authority's Commuter Bikeways Strategic Plan identifies the bikeway along Coyote Creek as a Class 1 (paved off-road) bikeway. This bikeway serves as both a recreational and commuter route for bicyclists and pedestrians and provides an important linear open space resource. La Palma also contains a number of Class 2 regional (on-road, striped lanes) bikeways. Class 2 bikeways in La Palma are located along Crescent Avenue, La Palma Avenue, Orangethorpe Avenue, Moody Street, Walker Street, and Valley View Street.

5.3.3 Standards of Significance

The General Plan Update will be considered to have a significant impact on Transportation and Circulation if it would:

- Exceed the capacity of roadway segments within the City.
- Exceed intersection service capacity.

5.3.4 Impacts and Mitigation Measures

IMPACT: EXCEED STREET SEGMENT CAPACITY

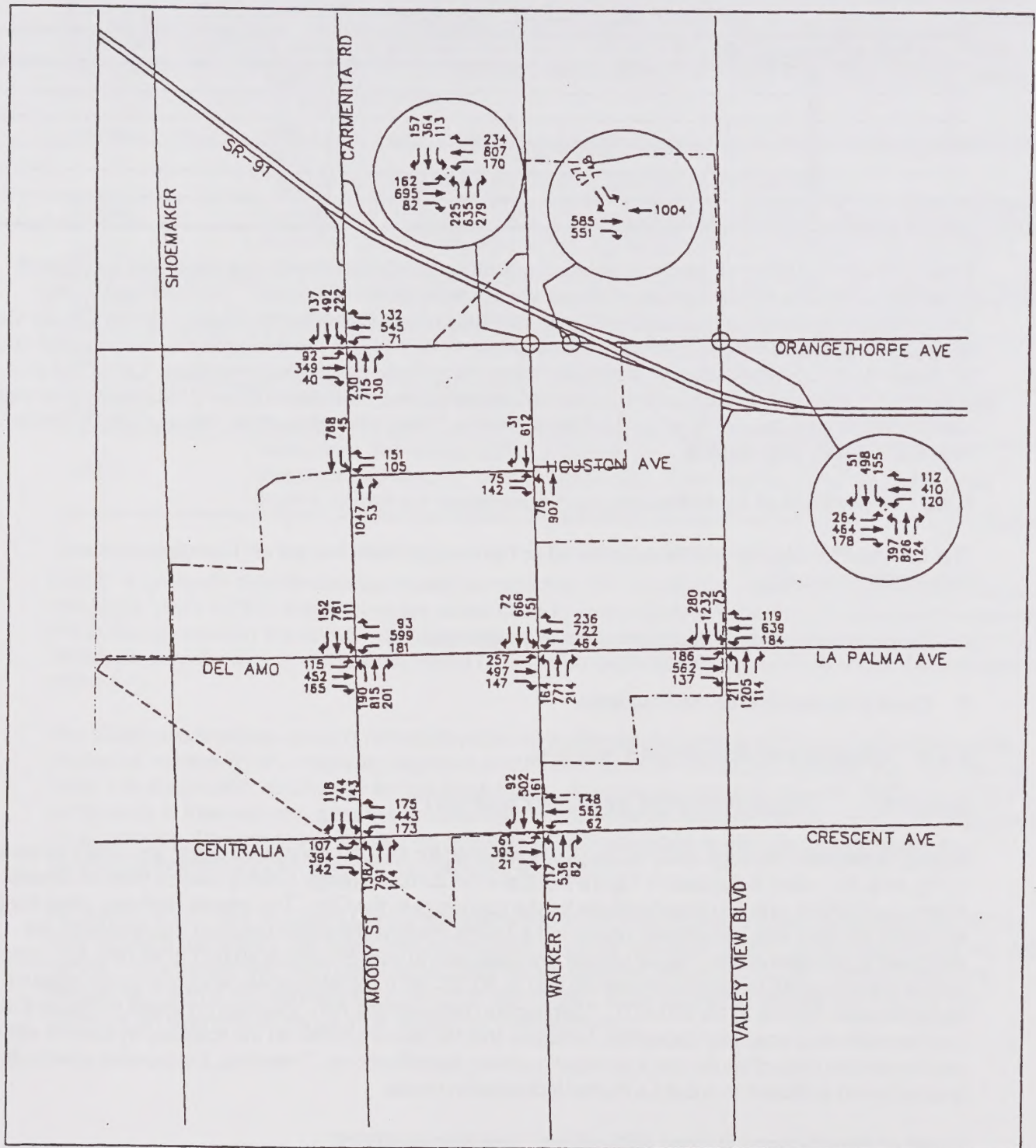
Impact Analysis: Average daily traffic (ADT) volumes for existing conditions within the City can be seen in Figure 5.3-2. Also illustrated in Figure 5.3-2 are the current Orange County Master Plan of Arterial Highways (MPAH) arterial classifications for the roadways in the City. The arterial highway classifications for Major, Primary and Secondary streets in La Palma indicate the traffic volumes these streets are designed to accommodate. Major streets are designed to accommodate 30,000 to 45,000 ADT, primary streets are designed to accommodate 20,000 to 30,000 ADT and secondary streets are designed to accommodate 10,000 to 20,000 ADT. Comparison between the ADT volumes provided in Figure 5.3-2 and the estimated roadway capacities indicates that the current traffic on the roadway system is within recommended capacities for the individual roadway classifications. Therefore, the current street network is considered sufficient to meet La Palma's circulation needs.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

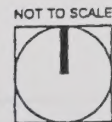
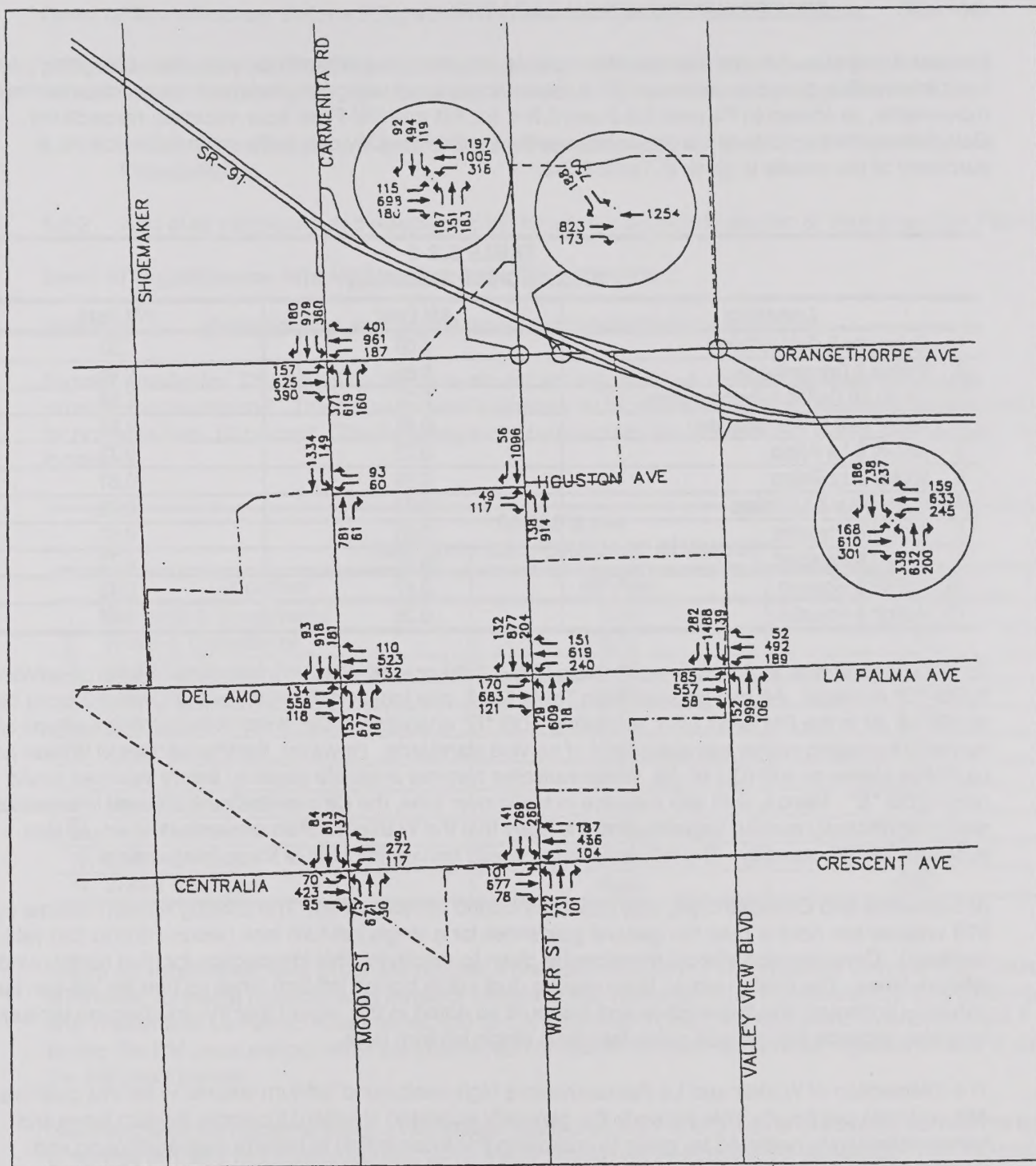
A.M. Peak Hour Turn Volumes



NOT TO SCALE



P.M. Peak Hour Turn Volumes



5. Environmental Analysis

IMPACT: EXCEED INTERSECTION CAPACITY

Impact Analysis: For the General Plan Update, intersection performance was measured using peak hour intersection capacity utilization (ICU) values, calculated using the peak hour intersection turning movements, as shown in Figures 5.3-3 and 5.3-4, for AM and PM Peak hour volumes, respectively. Calculations for the ICUs at the major intersections within the City can be found in Appendix A. A summary of the results is given in Table 5.3-3.

**TABLE 5.3-3
EXISTING ICU SUMMARY**

Location	AM Peak	PM Peak
1. Carmenita & Orangethorpe	0.60	0.93
2. Walker & Orangethorpe	0.65	0.65
3. SR-91 EB On-Off & Orangethorpe	0.51	0.58
4. Valley View & Orangethorpe	0.54	0.55
5. Moody & La Palma	0.72	0.72
6. Walker & La Palma	0.89	0.81
7. Valley View & La Palma	0.77	0.72
8. Moody & Crescent	0.66	0.57
9. Walker & Crescent	0.57	0.72
10. Moody & Houston	0.47	0.48
11. Walker & Houston	0.36	0.50

As discussed above, a generally acceptable ICU is 0.90 or less, which corresponds to level of service (LOS) "D" or better. As can be seen from Table 5.3-3, one location (Carmenita and Orangethorpe) has an ICU of .93 in the PM peak hour, indicating LOS "E" operation at this time. All other intersections are currently operating within adequate level of service standards. However, the intersection of Walker and La Palma shows an AM ICU of .89, which indicates minimal available capacity before volumes would reach LOS "E". Hence, with any increase in traffic over time, the Carmenita/Orangethorpe intersection would significantly exceed capacity and it is likely that the Walker/La Palma intersection would also exceed LOS "D" capacity. The following steps would reduce impacts at these intersections.

At Carmenita and Orangethorpe, add dual northbound left-turn lanes. The existing left-turn volume of 370 vehicles per hour is over the general guidelines for a single left-turn lane (around 300 to 350 vehicles per hour). Consideration should therefore be given to modifying this intersection for dual northbound left-turn lanes. The design would likely require dual south bound left-turn lanes so that the left-turn lanes can line-up through the intersection and it should be noted in this regard that the southbound left-turn lane also exceeds the general guidelines for a single left-turn lane.

The intersection of Walker and La Palma shows a high westbound left-turn volume in the AM peak hour 464 (vehicles per hour). This exceeds the generally accepted standard for single left-turn lanes and hence consideration should be given to improving this intersection to include dual eastbound and westbound left-turn lanes.

5. Environmental Analysis

Level of Significance Before Mitigation: Potentially Significant Unless Mitigated.

Mitigation Measures: The following mitigation measures would reduce potential impacts at the intersections of Carmenita/Orangethorpe and Walker/La Palma to a less than significant level.

5.3-1 Add dual northbound and southbound left-turn lanes at the intersection of Carmenita and Orangethorpe.

5.3-2 Add dual eastbound and westbound left turn lanes at the intersection of Walker and La Palma.

Level of Significance After Mitigation: Less Than Significant.

IMPACT: EXCEED FUTURE (YEAR 2015) INTERSECTION CAPACITY

Impact Analysis: The City of La Palma is almost entirely built out and future growth for 2015 is expected to be minimal. This future growth is forecast to increase the ICU values at the study locations by no more than 10 percent. The following table summarizes the forecast ICU values for the study area locations.

**TABLE 5.3-4
YEAR 2015 ICU FORECAST SUMMARY**

Location	AM Peak	PM Peak
1. Carmenita & Orangethorpe	0.66	1.02
2. Walker & Orangethorpe	0.72	0.72
3. SR-91 EB On-Off & Orangethorpe	0.56	0.64
4. Valley View & Orangethorpe	0.59	0.61
5. Moody & La Palma	0.79	0.79
6. Walker & La Palma	0.98	0.89
7. Valley View & La Palma	0.85	0.79
8. Moody & Crescent	0.73	0.63
9. Walker & Crescent	0.63	0.79
10. Moody & Houston	0.52	0.53
11. Walker & Houston	0.40	0.55

Based on established level of service ranges, the implementation of the proposed General Plan Update is forecast to create unacceptable levels of service at the intersections of Carmenita and Orangethorpe and Walker and La Palma. The intersection of Carmenita and Orangethorpe would operate at LOS F during the PM peak period, while the intersection of Walker and La Palma would operate at LOS E during the AM peak period.

However, with the implementation of Mitigation Measures 5.3-1 and 5.3-2, as discussed above, the level of service at these two intersections in 2015 would remain within established standards. The ICU values for these intersections with mitigation, are shown in Table 5.3-5, below.

5. Environmental Analysis

**TABLE 5.3-5
YEAR 2015 ICU SUMMARY FOR IMPACTED INTERSECTIONS WITH MITIGATION**

Location	AM Peak	PM Peak
1. Carmenita & Orangethorpe	0.59	0.90
6. Walker & La Palma	0.87	0.81

An examination of the levels of service at study intersections in 2015, with mitigation, reveals that these intersections are forecast to operate at acceptable levels of service under the forecast future conditions in the City. These two intersections would operate at LOS D or better during peak AM and PM periods and at higher service levels during other periods. Therefore, no significant future traffic impacts are anticipated as a result of the implementation of the proposed General Plan Update. No additional mitigation measures are necessary.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5.4 NOISE

Giroux and Associates prepared an Acoustical Analysis for the proposed General Plan Update. The following summarizes the findings of that report. The full report is reproduced in Appendix D.

5.4.1 Methodology Related to Noise Impact Assessment

Characteristics of Sound

Noise is generally defined as unwanted sound. For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance with rest and sleep, and the disruption of recreational pursuits. Noise sources contributing to the noise environment in the City of La Palma include vehicular traffic, occasional aircraft overflight, and common community noises such as human conversation, mechanical equipment, construction activity, music, dogs, birds and wind.

Noise Scales

Community noise levels are measured in terms of the "A-weighted decibel," abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. The equivalent noise level (Leq) is a single number representation of the fluctuating sound level in decibels (dB) over a specified period of time. It is an average of the fluctuating noise level. The Leq of a time-varying sound is equivalent to a constant unchanging sound of that decibel level. Leq(h) represents the hourly sound-energy average level. The Community Noise Equivalent Level (CNEL) is the noise and land use compatibility criterion most widely used in the State of California. This measurement represents an average of all measured hourly noise levels obtained over 24 hours based on the dBA. Time weighted refers to the fact that noise that occurs during certain sensitive time periods is adjusted for occurring at these times.

Noise can be measured and analyzed on many scales and frequencies. Various standards and guidelines are used to regulate noise depending on the type, endurance, and location of the noise.

Noise Criteria

Federal, state and local governments have established noise standards and guidelines to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise.

Communities within the State of California are required by State law to use the CNEL characterization for land use planning purposes. State Law (Title 24 of the California Code of Regulations) requires that indoor noise levels in habitable rooms of multi-family dwelling units be limited to a 45 dBA CNEL. Since the average attenuation factor for structures is 15-25 dB, a 65 dBA CNEL exterior noise exposure level is typically considered to be a desirable maximum exterior noise loading for homes, schools or health care facilities. Because commercial or industrial uses are not occupied on a 24-hour basis and are normally not as noise sensitive, a less stringent noise/land use compatibility criterion is generally specified for these uses. Commercial uses are generally considered acceptable with exterior noise levels of 70 dBA CNEL. Industrial development, warehouses and similarly minimally sensitive uses are considered to acceptable in noise environments up to 75 dBA CNEL.

5. Environmental Analysis

CNEL based standards apply to transportation sources over which the City of La Palma is preempted from exercising local control. The City has the discretionary authority to regulate the land uses exposed to such noise even if it cannot regulate the noise emissions from the source itself. For non-preempted sources (amplified sound, mechanical equipment, construction activities, etc.), the City has authority to abate any noise nuisance as provided by the California Health and Safety Code.

City of La Palma

The City of La Palma currently has no noise ordinance, but utilizes the County and State noise standards. A noise ordinance is intended to be drafted and adopted upon adoption of the General Plan Update.

5.4.2 Existing Conditions Related to Noise

Noise issues in La Palma relate mainly to traffic. The Artesia Freeway (SR-91) is a major noise source, but intervening commercial uses buffer most of the City's residences from direct freeway noise. The UP railroad has little or no train activity at present.

Sound walls protect the perimeter of most residential development abutting on any primary arterial roadway. Even with such protection, roadway noise may be intrusive into outdoor recreation at the first tier of development backing up to these roadways. With the homes closest to the roadway acting as an additional barrier, and with the buffering effects of increased distance, substantially elevated noise is confined only to the immediate vicinity of each major roadway.

Roadway noise exposure for existing uses and City buildout traffic conditions was calculated using the Federal Highway Traffic noise prediction computer model. Table 5.4-1 shows existing traffic levels, the CNEL at the 100-foot reference distance from the centerline, and the distance to the 65 and 70 dBA CNEL contour if distance alone is the only noise attenuation mechanism between source and receiver.

**TABLE 5.4-1
EXISTING CITY OF LA PALMA ARTERIAL TRAFFIC NOISE**

Street	Location	ADT	CNEL at 100 feet	Distance to 70 dB CNEL	Distance to 65 dB CNEL
Valley View	La Palma to Thelma	38,100	69.1	85	190
	Orangethorpe to Caballero	28,600	67.9	70	155
Walker	Crescent to La Palma	15,700	64.1	<50	85
	La Palma to Orangethorpe	18,000	64.7	<50	95
	Orangethorpe to Fresca	15,200	63.9	<50	85
Moody	Crescent to La Palma	20,500	65.2	50	105
	La Palma to Houston	22,000	65.5	50	110
	Houston to Orangethorpe	22,700	65.7	50	110
Crescent	Moody to Walker	10,400	62.3	<50	65
La Palma	Moody to Denni	15,200	63.9	<50	85
	Moody to Walker	16,800	64.4	<50	90
	Walker to Valley View	17,300	64.7	<50	90
Houston	Moody to Walker	2,800	56.6	<50	<50
Orangethorpe	Moody to Walker	20,400	66.4	60	125
	Walker to 91 Freeway	27,600	67.7	70	150
	91 Freeway to Valley View	33,800	68.6	80	175

5. Environmental Analysis

The 65 dBA contour represents the recommended maximum noise exposure for all residential and similarly noise sensitive land uses. A 70 dBA exterior exposure is the recommended commercial activity noise standard. These calculations assume that grass landscaping and other irregularities create a non-reflective acoustically "soft" ground surface.

5.4.3 Standards of Significance

The General Plan Update would normally only have a significant effect on the environment if it increases substantially the ambient noise levels or creates a conflict with any established plans, policies, or regulations regarding noise.

A variety of reactions result from the exposure to noise, ranging from serious annoyance to no awareness. About 10 % of the population is so sensitive to noise that they object to any noise not of their own making. Thus, some complaints occur even in the quietest environments. Another sizable portion of the population (about 25 %) does not react or complain even in very severe noise exposure. In general, people can be expected to respond to changes in level as follows:

- Except in carefully controlled laboratory experiments, an increase or decrease of only 1 dBA is difficult to perceive.
- Outside of the laboratory, a 3 dBA increase or decrease is considered a noticeable difference.
- A 10 dBA increase is generally perceived as a doubling of loudness and would likely cause an adverse community reaction.

A noise impact is considered "generally not significant" if no noise-sensitive sites are located in the project area, or if increases in community noise level with the implementation of the project are expected to be 3 dBA or less at noise-sensitive locations, and the proposed project will not result in violations of local ordinances or standards.

The "significance" of a change in noise levels is somewhat subjective. However, both the California Department of Transportation and the Federal Transit Administration have published general criteria, applicable to roadway noise, that can also be used to define noise impacts associated with other community noise increases. In general, if the increase in noise exposure level is greater than 3 dBA, the significance of impact will depend on the ambient noise level and the presence of noise-sensitive sites. Noise impacts can be considered "possibly significant" if increases in noise exposure levels are expected to be no greater than 5 dBA with implementation of the project. Noise impacts can be considered "generally significant" if the proposed project will exceed noise standards or create increases in the community noise levels by 6 dBA or more in built-up areas, or increases by 10 dBA or more in rural areas.

It should be noted that noise annoyance levels are based on general community reactions to noise at varying levels which have been documented in scientific literature and do not account for specific community attitudinal factors which may exist.

5.4.4 Impacts and Mitigation Measures

Potential noise impacts from the proposed project are commonly separated into two groups: short-term and long-term. Short-term impacts would result from noise generated by temporary activities such as construction. Long-term impacts would result from permanent increases in stationary and mobile noise sources.

5. Environmental Analysis

IMPACT: SHORT-TERM NOISE IMPACT

Impact Analysis: The proposed General Plan Update would support the maintenance of existing property within the City and the development of new business and residential uses where feasible. Maintenance and construction activities generate a variety of noise levels depending on the activity involved. However, construction noise is generally louder and more of a nuisance than maintenance activities.

Construction often requires the use of many pieces of heavy equipment, both mobile and stationary. Mobile equipment such as dozers, scrapers, and graders operate in a cyclic fashion in which a period of full power is followed by a period of reduced power. Stationary equipment is commonly divided into two groups. One group contains such items as pumps, generators, and compressors and generally operates at a fixed power, producing a fairly constant noise level under normal operation. The other group contains high-impact equipment such as jackhammers, and pavement breakers, generating high intensity, episodic noise levels.

Construction noise sources cannot be strictly related to a 24-hour community noise standard because they occur only during selected times and the source noise level varies sharply with time. Construction noise levels at any given location would vary according to the site characteristics (including the location of buildings, walls and other sound barriers) as well as the type, number, and duration of use of construction equipment.

Based on General Plan Update land use designations there are only a limited number of properties with development potential that could impact sensitive land uses. Potentially sensitive land uses next to vacant properties include the hospital, located next to two vacant parcels on La Palma Avenue and single and multiple family uses located adjacent to the proposed senior housing project site on Walker Street. Other vacant lots within the City are would involve housing development at a smaller scale, due to property size constraints and are not expected to experience the same level of construction noise as would occur on the slightly larger lots.

Potential short term construction impacts could be mitigated by controlling hours of construction operation, requiring that all construction equipment is tuned and operating properly and that stationary noise sources, such as generators, are located away from sensitive noise receptors. Additional mitigation would involve the temporary construction of noise barriers, as needed. The mitigation measures described below would reduce potential noise impacts associated with the buildout of the City to a less than significant level.

Level of Significance Before Mitigation: Potentially Significant.

Mitigation Measures:

- 5.4-1 Construction hours shall be limited to daytime hours Monday through Saturday, as specified by the City. No noise intensive construction activities shall take place on Sundays and federal holidays.
- 5.4-2 All construction equipment shall be properly maintained to minimize noise emissions.
- 5.4-3 Stationary noise sources involved in construction activities shall be located away from noise sensitive uses to the maximum extent feasible.

5. Environmental Analysis

5.4-4 Noise barriers shall be provided as needed to reduce construction related noise emissions impacting adjacent noise sensitive uses.

Level of Significance After Mitigation: Less than significant.

IMPACT: LONG-TERM NOISE IMPACT

Impact Analysis: The City of La Palma General Plan Update would support the following policies related to noise:

1. To evaluate noise impacts for development along arterial highways based on the noise levels described in the noise analysis of the General Plan EIR.
2. To enforce state noise insulation standards for proposed projects in high noise environments.
3. To enforce the City's noise ordinance for those noise sources that are not preempted by other agencies.
4. To design new development projects so that potential noise impacts are kept to a minimum.

These policies are intended to reduce potential noise impacts in La Palma and are not anticipated to generate new noise impacts. No other plans or policies incorporated into the General Plan Update are anticipated to generate significant noise impacts.

Table 5.4-2 provides the parameters for future noise conditions in the City of La Palma. Because La Palma is substantially built-out, future traffic volumes resulting from the General Plan Update would only be slightly greater than existing conditions, resulting mainly from traffic generated outside the City.

**TABLE 5.4-2
FUTURE BUILDOUT CITY OF LA PALMA ARTERIAL TRAFFIC NOISE**

Street	Location	ADT	CNEL at 100 feet	Distance to 70 dB CNEL	Distance to 65 dB CNEL
Valley View	La Palma to Thelma	41,900	69.5	95	200
	Orangethorpe to Caballero	31,500	68.3	75	165
Walker	Crescent to La Palma	17,300	64.5	<50	90
	La Palma to Orangethorpe	19,800	65.1	<50	100
	Orangethorpe to Fresca	16,700	64.3	<50	90
Moody	Crescent to La Palma	22,600	65.6	50	110
	La Palma to Houston	24,200	65.9	55	115
	Houston to Orangethorpe	25,000	66.1	55	120
Crescent	Moody to Walker	11,400	62.7	<50	80
La Palma	Moody to Denni	16,700	64.3	<50	90
	Moody to Walker	18,500	64.8	<50	95
	Walker to Valley View	19,000	64.9	<50	100
Houston	Moody to Walker	3,100	57.0	<50	<50
Orangethorpe	Moody to Walker	22,400	66.8	60	130
	Walker to 91 Freeway	30,400	68.1	75	160
	91 Freeway to Valley View	37,200	69.0	85	185

5. Environmental Analysis

Intersection capacity utilization at buildout is anticipated to increase by a maximum of 10 percent, varying by location. For estimating purposes, the average daily traffic at buildout is increased by 10 percent, although actual levels may vary slightly above or below that level. In any case, the overall increase in future traffic noise levels is estimated to be only 0.4 dB. Such changes are undetectable even under laboratory conditions. The very small increase may be further offset by future increases in electrical vehicle usage in local and regional fleets. Essentially, the traffic noise that exists today will persist over the lifetime of the Updated General Plan.

The policies established in the General Plan Update are designed to reduce potential noise impacts and would not create any significant new noise impacts. The buildout of the City would also generate less than significant increases in noise levels. Therefore, no significant long-term noise impacts are anticipated as a result of the General Plan Update.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5.5 PUBLIC FACILITIES AND SERVICES

5.5.1 Methodology Related to Public Facilities and Services

The goals, objectives and policies that would be established by the proposed General Plan update were evaluated in terms of the potential for impacts to fire, police, school facilities and services. The potential for adverse impacts was also evaluated based on information concerning current service levels and conditions within the City and the potential for impacts to the future provision of services. The applicable service agencies were contacted for input.

5.5.2 Existing Conditions

Fire Protection

The City of La Palma contracts with the Orange County Fire Authority (OCFA) for fire protection services. OCFA is an all risk emergency service agency and provides the following services: fire suppression, emergency medical, hazardous materials, and rescue services. In addition, the OCFA provides a wide variety of other services such as public education, disaster planning and coordination, fire prevention inspections, building plan review, hazardous materials disclosure program management, fire investigation, emergency dispatch and communications, and media relations. Approximately 70-80 percent of Fire Department responses are paramedic calls.

Station 13, on Walker St. in La Palma, is the first responding station with an average response time of 4.3 minutes for emergency responses. Other responding agencies are Station 12, on Walker St. in Cypress and Station 61, on Western Ave. in Buena Park. OCFA provides services to 20 jurisdictions and is able to share resources without regard to jurisdictional boundaries. In addition, OCFA maintains automatic and mutual aid agreements with neighboring jurisdictions should the need for additional resources arise.

Police Protection

The City of La Palma maintains its own police Department. The La Palma Police Department is a full service police agency providing general law enforcement, patrol, traffic, community oriented policing programs, DARE school drug and alcohol instruction, investigations, 24 hour front desk operation and a full records and communications bureau.

The La Palma Police Department building is located at 7792 Walker Avenue. The Department currently has 25 full-time sworn police officers. The various positions within the department are provided in Table 5.5-1, below. There are no plans for expansion of police services or facilities at this time.

The City is divided into two patrol beats. Beat One is everything north of La Palma Avenue from Walker Street west to the City limits, and everything north of the Edison right of Way from Walker Street east to Valley View Street. Beat Two is everything south of La Palma Avenue from Walker Street west to the City limits and everything south of the Edison right-of-way from Walker Street to Valley View Street.

Approximate response time in the event of an emergency from the police department to the edges of the City is one minute. It is estimated that emergency police services could be provided to most locations in the City in slightly more than one minute or less.

5. Environmental Analysis

**TABLE 5.5-1
LA PALMA POLICE DEPARTMENT PERSONNEL**

<i>Police Department Personnel</i>	<i>Number of Personnel</i>
Chief of Police	1
Operations Captain	1
Services Lieutenant	1
Community Policing Sergeant	1
Detective Sergeant	1
Detectives	2
Patrol Sergeants	4
Patrol Officers	10
School Resource Officer	1
DARE Officer	1
K-9 Officer	1
Traffic Officer	1
Total	25

Source: La Palma Police Department, January, 1999.

The Police Department provides disaster and emergency services. A Community Policing Sergeant is assigned part-time as the City Emergency Services Coordinator. He is responsible for the coordination of all City disaster response planning and training. In the event of an emergency, the Police Department is primarily responsible for communications, alerting and warning, and law enforcement and traffic (including evacuation). The department is secondarily responsible for managing emergency operations, situation analysis, movement operations, and transportation.

The Police Department also provides a variety of special community service programs. These programs include the DARE school alcohol and drug program, Neighborhood Watch, Senior Citizens (SCORE) volunteer program, Police Explorers, Business Alliance crime prevention partnership with the local Chamber of Commerce, Amateur Radio Corps for disaster communications, School Resource officer for combating school violence and crime, Police Chaplains, and Youth 20/20 character development education for school age children. These programs are designed to create policing partnerships with various segments of the community and provide educational information for school children.

The goals of the Police Department are to provide a high quality and level of service to the community, to keep La Palma safe, clean and well maintained; to provide education to children; and to ensure a safe and healthy environment in which to live, play, go to school and work. It is also important for the Police Department to maintain a work environment that attracts and keeps high quality employees.

Schools

There are currently five school districts serving the City of La Palma and five schools located in La Palma. Table 5.5-2, below, provides an overview of the schools serving the residents of La Palma and the locations of these schools. School Districts also allow students to transfer to other schools in the area as conditions permit. Transfers are limited however, and are most often related to parental employment conditions and other personal reasons. Transfers of students into or out of local school districts usually do not constitute a significant percentage of the student population.

5. Environmental Analysis

**TABLE 5.5-2
SCHOOL FACILITIES SERVING THE RESIDENTS OF LA PALMA**

<i>School</i>	<i>District</i>	<i>Location</i>
Walker Junior High School	Anaheim Union High School District	La Palma
John F. Kennedy High School	Anaheim Union High School District	La Palma
Corey School (Elementary)	Buena Park Elementary School District	Buena Park
Buena Park Junior High School	Buena Park Elementary School District	Buena Park
Miller Elementary	Centralia Elementary School District	La Palma
Los Coyotes Elementary	Centralia Elementary School District	La Palma
Stephen Luther Elementary	Cypress Elementary School District	La Palma
Buena Park High School	Fullerton Joint Union High School District	Buena Park

Solid Waste

The City of La Palma maintains a contract with Orange County for solid waste disposal. The Park Disposal Company currently provides solid waste disposal services to the City of La Palma. Solid waste generated within the City is disposed of at Olinda Alpha (Brea) landfill. The projected closure date for this landfill is 2013 and the County is currently exploring options for landfill capacity provision beyond this date.

The City of La Palma utilizes a Materials Recovery Facility (MRF) for the diversion of waste from all generating sectors (residential, commercial and industrial). Green waste matter is also separated at the MRF. The City is currently in compliance with solid waste reduction goals established under AB 939. The collection of hazardous waste is operated under a centralized program by the County of Orange. Various collection centers are located throughout the County.

5.5.3 Standards of Significance

The proposed General Plan Update would have a significant impact on the environment if it would:

- Interfere with the provision of police, fire or school services;
- Exceed solid waste disposal service capacity.

For the purposes of this EIR, the proposed General Plan would be considered to create a significant impact on public services if it would substantially exceed the ability of the affected agency to provide adequate services.

5.5.4 Environmental Impacts and Mitigation Measures

IMPACT: INCREASED DEMAND FOR POLICE PROTECTION SERVICES

Impact Analysis: The proposed General Plan Update would support the operation of an effective local Police Department through the following policies:

Policy 2.1 Maintain a well-equipped, high quality local Police Department.

5. Environmental Analysis

Policy 2.2 Support cooperative programs between the Police Department and local organizations.

Implementation of the proposed project would not directly impact the ability of the La Palma Police Department to maintain the required level of service in the project area. Employee staffing levels are generally determined through work load analysis. Service levels are determined by citizen satisfaction. The Police Department has estimated that a good general measure of staffing requirements, assuming current trends remain in place, is around 1.5 officers per 1,000 population. The population of the City was estimated in January, 1997 to be 15,761. Based on a staffing ratio of 1.5 officers per 1,000 population, current demand would indicate the need for 23.6 officers. Since the police department currently employs 25 officers, it is estimated to be operating well within the 1.5 officer per 1,000 population staffing range. Additional officers may be required if future calls for service or service level expectations increase substantially. The La Palma Police Department has indicated that assuming that service level expectations and calls for service remain relatively constant, the need for expansion should not be increased.

Since the population of the City is not expected to increase significantly as a result of General Plan implementation, the City would be capable of providing an adequate number of officers to maintain the current level of police protection services provided. Based on the established staffing levels and programs and the General Plan policies supporting the operation of a local Police Department, no significant impacts to police services are anticipated as a result of the General Plan Update.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: INCREASED DEMAND FOR FIRE PROTECTION SERVICES

Impact Analysis: The fire protection level of risk in the City is minimal since the City is primarily built-out and consists mainly of single/multi-family dwellings and retail shopping centers. A relatively small concentration of industrial/commercial development exists at the northwest corner of Orangethorpe and Valley View. These facilities meet current fire codes and are not considered high fire hazards. The Fire Authority conducts an annual inspection of non-residential uses. Residential inspections are provided upon request.

Water flow requirements are adequate for existing development throughout the City. The City water reservoir is located at 8415 Meadowlark Lane. A supplemental two million gallon reservoir is located at the northeast corner of Walker Street and Fresca Drive.

The General Plan Update supports the continuance of the current contractual agreement with the Orange County Fire Authority (OCFA) for the provision of fire services. The following policies support the City's goal of fire services that offer maximum feasible protection from loss of life and property.

Policy 1.1 Support the maintenance of well-equipped Fire services providing a high level of service and quick response times.

Policy 1.2 Continue to maintain adequate fire flow throughout the City and provide adequate water storage to meet peak fire demand.

5. Environmental Analysis

The General Plan Update would not involve changes to existing land uses or the construction of new land uses that would create a significant fire hazard to the City. All new buildings would be required to meet established Fire Authority safety standards.

Based on the General Plan Update support of high-quality fire protection services and the lack of development changes that would significantly impact the provision of fire protection services, it is anticipated that the current level of fire protection services could continue to be provided to La Palma. No significant impacts to fire protection services would result from the General Plan Update.

Level of Significance Before Mitigation: Less Than Significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: INCREASED DEMAND FOR SCHOOL SERVICES

Impact Analysis: In 1997, the population in the City of La Palma was estimated at 15,761 by the State Department of Finance. The overall population in the City is expected to increase through the year 2000 to a level of 16,115. Thereafter, the population of La Palma is expected to experience a slight decrease to 15,722 through the year 2020. Overall, the change in population that would occur over the next two decades is expected to range from slightly over two percent to less than one percent. The estimated change in population for the area would not be significantly altered by the proposed General Plan Update.

New housing development supported by the General Plan Update has the potential to lead to an increase in student population. However, since the majority of the new housing units would consist of a 60-unit senior housing apartment complex, only approximately 31 new housing units that could accommodate children would be developed. The students generated by these housing units would be divided among local districts, depending on the location of the housing. Due to the division of any increase in enrollment among local schools, the impacts to any one school would be minimal. Since the development of these units is expected to occur quite slowly, any increase in student population in any given year would also be minimal. In addition, since the population of La Palma is projected to decline through the year 2020, any increase in the number of students resulting from new housing may be partially offset by the slight overall decline in City population.

Since some of the schools serving La Palma residents are at or near capacity, any increase in student enrollment could have a negative cumulative impact on the ability of local districts to accommodate these students. However, new residential and non-residential development within the City would be required to pay applicable development fees at the time of obtaining building permits, as required by State law. Since the proposed senior housing complex would not generate new students, this development would pay developer fees at the commercial/industrial rate, pursuant to government code Section 65995. In the event that the senior restrictions were ever removed from this housing, the developer would be required to pay the standard residential fees in effect at that time, minus the commercial/industrial amount already paid. Development fees are intended to provide local school districts with funding to accommodate increases in student enrollment and should help offset the costs incurred in accommodating new students in La Palma.

5. Environmental Analysis

Land use changes within the City would be relatively minor and no incompatible uses would be constructed adjacent to school sites as part of the General Plan Update. Therefore, it is unlikely that impacts to schools from changes in traffic, noise, air quality and other environmental problems would increase significantly as a result of the proposed General Plan Update.

The General Plan Update supports youth activities and opportunities and the continued operation of high quality schools in La Palma. A total of 53.9 acres of landscaped playground and recreational facilities at public schools in the City of La Palma are available for children as recreational resources and are available to the public for recreational purposes during non-school hours. The General Plan Update recognizes that school grounds are important from both a visual and recreational standpoint. Therefore, the General Plan update incorporates the following policy regarding school grounds.

Policy 7.3 Coordinate with other governmental entities to improve open-space resources on school grounds.

This policy is intended to assist school districts in improving school grounds. The General Plan Update indicates that this may involve the planting of trees and shrubs, re-striping courts, assisting with the purchase of new play equipment and play surfaces, and improving the sports fields. The City would consider providing financial assistance, materials, or labor for such improvements (including volunteer labor and donations, or some combination thereof). This approach is intended to enhance the open space resources in the community and would support the continued operation of high-quality school facilities in La Palma.

Although the buildout of the City has the potential to lead to a small increase in school enrollment, as discussed above, any negative impacts to local school districts are expected to be less than significant. Based on the lack of development proposed in the vicinity of school sites and the General Plan Update policy supporting the maintenance of school grounds, no significant impacts to school property or operation are anticipated.

Level of Significance Before Mitigation: Less Than Significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

IMPACT: INCREASED DEMAND FOR SOLID WASTE SERVICES

Impact Analysis: Solid waste disposal within the City could be impacted by any future increase in population growth, as well as any increase in residential, commercial or industrial development. However, due to the developed nature of the City, the potential for additional growth within the City is extremely limited. The proposed General Plan Update would not support a significant increase in population or development within the City or bring about significant changes in existing land use patterns.

The City of La Palma is currently in compliance with solid waste reduction goals established under AB 939. The build-out of the City would lead to a minimal increase in the solid waste disposed of at the Olinda Alpha Landfill. However, due to the capacity of this facility, the development of less than 100 additional housing units in La Palma is not expected to significantly impact solid waste disposal services. Future solid waste disposal facilities are anticipated to be identified by the County well prior to the

5. Environmental Analysis

closure of the Olinda Alpha facility. Therefore, no significant impacts to the existing solid waste disposal facilities are anticipated.

Level of Significance Before Mitigation: Less Than Significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5. Environmental Analysis

just south of the intersection of Walker and Orangethorpe. In addition, residential development may occur on a few undeveloped lots remaining within the City and a few large lots may be subdivided to provide additional residential development opportunities. As required by General Plan policy, new development would be consistent with surrounding land uses. In addition, the development of existing vacant parcels would remove the perception of blight that is often associated with vacant lots in urban areas.

The proposed senior housing complex would be located adjacent to single family residential, multiple family residential and neighborhood commercial uses. Other residential development would primarily be located in single family residential neighborhoods, or adjacent to public/institutional and office professional uses. These developments would be required to comply with City design and zoning standards to ensure that they are consistent with surrounding uses in terms of height, setbacks and other features. No other types of land uses are anticipated to be developed at this time. However, the policies contained in the General Plan update would help to ensure that future development or redevelopment within any land use category does not create significant aesthetic impacts.

The following goals, policies and discussion sections are excerpts from the La Palma General Plan Update. These sections highlight how the General Plan Update addresses aesthetic issues.

Topic: Quality of the Built Environment

Goal 3: Ensure the quality maintenance of public and private development, irrespective of its value in the market place.

Discussion: We expect property owners – residential and non-residential- to maintain their properties in excellent condition. Most of us in the community do that already. A few do not. When property shows evidence of neglect, we will take the steps necessary to reverse that condition before blight sets in. This is just a matter of each of us taking responsibility for our portion of the community and continuing the standard that is already set.

Policy 3.1: Code enforcement shall be pursued in a firm, but fair manner to enable property owners to improve their properties without undue hardship.

Policy 3.2: Zoning standards shall be established which emphasize guidance for improvement of individual properties on an incremental basis.

Policy 3.3: Streetscapes along arterial highways shall be maintained and improved to contribute to the quality of the built environment, with particular emphasis on paving, sidewalks, landscaping, and walls.

Discussion: Both residents and visitors receive a major part of their impression of the City from the quality of the streetscape. Some portions of our public rights-of-way are not attractive and need repairs. The extensive use of block walls on the edge of residential neighborhoods along the highways creates an unattractive appearance in many portions of the City. These public spaces need to be improved and maintained in a condition more appropriate to the quality of the City.

Policy 3.4: Programs shall be maintained which bring positive recognition to property owners/occupants who do an exceptional job of maintaining and enhancing their properties.

5. Environmental Analysis

The improvements that would occur to public facilities such as streetscapes would serve to enhance the existing appearance of the City for both visitors and residents. In addition, enforcement of City codes would ensure the continued maintenance of private property throughout the City.

The General Plan Update would largely be focused on maintaining existing conditions throughout the City, as well as improving a few isolated areas that have fallen into disrepair. The build-out of the City would also promote the positive use of well-maintained land and the conversion of vacant land into productive uses. Based on the goals and policies presented, it is anticipated that the General Plan Update would have a positive aesthetic impact on the City of La Palma. No significant impacts would result from the General Plan Update.

Level of Significance Before Mitigation: Less than significant.

Mitigation Measures: No mitigation measures are necessary.

Level of Significance After Mitigation: Not applicable.

5. Environmental Analysis

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6. IMPACTS FOUND NOT TO BE SIGNIFICANT

Section 5 of this document provides detailed analysis of the project's environmental impacts, proposed mitigation measures and the level of significance after mitigation. Refer to Section 5 or Section 1, Executive Summary, for the identification of these impact categories.

Certain other impact categories, as identified in the Initial Study prepared for the project, or in subsequent review, were found not to be significant and were not addressed in detail in this EIR. These issues are identified below.

- Land Use (Affect agricultural resources or operations; Disrupt or divide the physical arrangement of an established community)
- Geologic problems (Fault rupture; Seismic ground shaking; Seismic ground failure, including liquefaction; Seiche, tsunami or volcanic hazard; Landslides or mudflows; Erosion, changes in topography or unstable soil conditions from excavation, grading or fill; Subsidence of the land; Expansive soils; Unique geologic or physical features)
- Water (Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff; Exposure of people or property to water related hazards such as flooding; Discharge into surface waters or other alteration of surface water quality; Changes in the amount of surface water in any water body; Changes in the currents, or the course or direction of water movements, Change in the quantity of ground waters; Altered direction or rate of flow of groundwater, Impacts to groundwater quality)
- Air Quality (Violate any air quality standard or contribute to an existing or projected air quality violation; Expose sensitive receptors to pollutants; Alter air movement, moisture, or temperature, or cause any change in climate; Create objectionable odors)
- Transportation/Circulation (Hazards to safety from design features; Inadequate emergency access to access to nearby uses; Insufficient parking capacity; Hazards or barriers for pedestrians or bicyclists; Conflicts with adopted policies supporting alternative transportation; Rail, waterborne or air traffic impacts)
- Biological Resources (Endangered, threatened or rare species or their habitats; Locally designated species; Locally designated natural communities; Wetland habitat; Wildlife dispersal or migration corridors)
- Energy & Mineral Resources
- Hazards (A risk of accidental explosion or release of hazardous substances; Possible interference with an emergency response plan or emergency evacuation plan; The creation of any health hazard or potential health hazard; Exposure of people to existing sources of potential health hazards; Increased fire hazards in areas with flammable brush, grass, or trees)
- Public Services (Maintenance of Public Facilities; Other governmental services)
- Utilities and service systems (Power or natural gas; Communication Systems; Local or regional water treatment or distribution facilities; Sewer or septic tanks; Storm water drainage; Local or regional water supplier)
- Aesthetics (Affect a scenic vista or scenic highway; Create light or glare)
- Cultural Resources (Disturb paleontological or archaeological resources; affect historical resources)
- Recreation

6. Impacts Found Not to be Significant

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7. Irreversible and Irretrievable Commitment of Resources

7. IRREVERSIBLE AND IRRETRIEVABLE COMMITMENT OF RESOURCES

7.1 INTRODUCTION

Implementation of the proposed City of La Palma General Plan Update would result in the irreversible and irretrievable commitment of the following resources:

Construction of the 60-unit senior housing complex and other vacant properties in La Palma would require the commitment of moderate amounts of building materials such as concrete, steel, asphalt and other materials used for the construction of buildings, parking areas, and associated improvements. Because these types of building materials are considered to be readily available and in sufficient quantity in the region, these impacts are not considered significant.

Maintenance of existing City resources and facilities would require the continued commitment of minor amounts of energy resources including gasoline, diesel fuel and electricity. Because these types of energy resources are considered to be readily available and in sufficient quantity in the region, these impacts are not considered significant.

7. Irreversible and Irretrievable Commitment of Resources

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8. **GROWTH-INDUCING IMPACTS OF THE PROJECT**

8.1 **INTRODUCTION**

Section 15126 of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) discuss the ways in which a proposed project could directly or indirectly foster economic or population growth, or the construction of additional housing. Direct growth inducing impacts are generally associated with the provision of urban services and the extension of infrastructure to an undeveloped area. The extension of services and facilities to an area can reduce development constraints for other nearby areas and can serve to induce further development in the vicinity. Indirect or secondary growth-inducing impacts can result from the additional demand for housing, employment, and goods and services associated with increased economic activity.

Since the City of La Palma is almost entirely built-out, future growth is expected to be minimal. The City estimates that it would be capable of providing a total of approximately 5,098 dwelling units at build-out, for a total increase of 91 dwelling units. This increase would include the development of a proposed 60-unit senior citizen housing complex as well as the development of a few vacant lots and the subdivision of a few large-scale lots that could provide additional housing. The development of the senior housing complex and the other residential lots is not expected to generate significant growth impacts since City services and facilities are already fully developed and no significant extension of services or facilities is anticipated.

While the development of the additional housing discussed above would provide a positive economic benefit for local businesses, the growth inducing impacts of this development would be minimal due to its small scale. CSU Fullerton's Center of Demographic Research estimated the number of jobs in La Palma to total 4,516 in 1998. By the year 2000, the number of jobs in La Palma is projected by CSU Fullerton to have reached 5,285. This increase in job growth would generate additional positive economic benefits for the City of La Palma and its residents. However, due to the limited availability of vacant land, the physical expansion of businesses in La Palma would also be limited. In most cases, business expansions would require replacement of other existing businesses.

Due to the small scale of residential growth anticipated within the City and the limited availability of land for residential and business expansion, no significant growth inducing impacts are anticipated as a result of the General Plan update.

8. *Growth Inducing Impacts of the Project*

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9. CUMULATIVE IMPACTS

9.1 OVERVIEW

The California Environmental Quality Act (CEQA) requires that an EIR identify any significant cumulative impacts associated with a project. When impacts are not deemed significant, the document should explain the basis for that conclusion. Cumulative impacts may be defined as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

CEQA Section 15355 describes potential cumulative impacts as follows:

- (a) *The individual effects may be changes resulting from a single project or a number of separate projects.*
- (b) *The cumulative impacts from several projects are the change in the environment which results from the incremental impact of the project when added to other closely related past, present and reasonably foreseeable probably future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.*

CEQA notes that the discussion of cumulative impacts should be guided by standards of practicality and reasonableness. Only those projects whose impacts might compound or interrelate with those of the project at hand require evaluation. CEQA does not require as much detail in the analysis of cumulative environmental impacts as must be provided for the project alone. Since the proposed project identifies potential impacts only for specific categories, it is reasonable that the analysis of cumulative impacts considers only those categories of potential impact as well. These categories include:

- Land Use and Relevant Planning
- Population and Housing
- Traffic and Circulation
- Noise
- Public Facilities and Services
- Aesthetics

There are two basic methods for determining which other projects need to be considered when evaluating cumulative impacts. These are: 1) a list of past, present, and reasonably anticipated future projects, including those outside of the agency's control, that have produced, or are likely to produce, related or cumulative impacts; or 2) a summary of projections utilized as an accepted standard for the area or region in question.

In the case of the proposed General Plan update, The Orange Count Progress Report, prepared by the Center for Demographic Research at CSU Fullerton has been utilized to provide a summary of projections for anticipated growth and development in surrounding communities.

9. Cumulative Impacts

9.2 LOCAL AND REGIONAL GROWTH PROJECTIONS

This section provides a summary of the growth projections contained in the Orange County Progress Report for population, housing and employment. Table 9.2-1 provides population estimates for La Palma, Orange County as a whole, as well as for the surrounding Cities of Buena Park and Cypress.

**TABLE 9.2-1
POPULATION GROWTH PROJECTIONS**

Jurisdiction	Population				% Increase 1997-2010
	1990	1997	2000	2010	
Orange County	2,410,566	2,659,316	2,866,300	3,119,400	17.30%
City of La Palma	15,384	15,871	16,115	15,822	-0.3%
City of Buena Park	68,397	73,577	76,872	82,219	11.75%
City of Cypress	42,668	47,354	48,499	49,511	4.56%

As shown in Table 9.2-1, the population growth rate in the City of La Palma would actually show a slight decline by 2010, while Orange County Cities immediately surrounding La Palma would show significantly slower growth than the County as a whole.

Housing would also show minimal growth in the area. La Palma would show the slowest housing growth with approximately 0.88% increase between 1997 and 2010. The city has estimated that it would be capable of providing 5,098 housing units at buildout. Even in the event that buildout occurred by 2010, this represents only a 1.8% growth rate for this time period. Surrounding cities would show a larger growth rate than La Palma, but would still show a significantly lower housing growth rate than Orange County as a whole.

**TABLE 9.2-2
HOUSING GROWTH PROJECTIONS**

Jurisdiction	1990	1997	2000	2010	% Increase 1997-2010
Orange County	875,072	935,097	989,800	1,083,800	15.90
City of La Palma	4,935	5,005	5,049	5,049	0.88%
City of Buena Park	23,396	23,630	23,963	25,530	8.04%
City of Cypress	14,743	15,714	15,990	16,540	5.26%

In terms of employment, the 1990 Census showed that 8,904 of the City of La Palma's residents were employed, representing a labor force participation rate of 74.7% of persons between the ages of 16 and 64. The total number of residents employed in La Palma in March, 1997 was 9,090, according to the California State Employment Development Department. The unemployment rate in La Palma was reported by the Department as 1.7% in March of 1997, compared to 3.2% for the County of Orange as a whole. CSU Fullerton's Center of Demographic Research estimated the number of jobs in La Palma to total 2,979 in 1994, and grow to 4,516 in 1998. By the year 2000, the level employment in La Palma is projected by CSU Fullerton to have reached 5,285, while Buena Park and Cypress would have employment of 41,505 and 21,488 jobs respectively. The City of Buena Park is estimated to increase to 51,428 jobs by 2010, while Cypress would increase to 34,710 jobs.

9. Cumulative Impacts

9.3 CUMULATIVE IMPACTS RELATED TO LAND USE AND RELEVANT PLANNING

No significant land use changes would result from the proposed General Plan Update and current growth rates would remain relatively constant. Development of the proposed General Plan Update would contribute to cumulative infill development in the City of La Palma, with a total of 5,098 housing units provided at buildout. The growth supported by the General Plan update is consistent with regional projections and is below the growth rates for surrounding communities and the County as a whole. No significant cumulative land use and planning impacts would result from the General Plan Update.

9.4 CUMULATIVE IMPACTS RELATED TO POPULATION AND HOUSING

The City of La Palma General Plan Update supports the buildout of existing vacant properties and the eventual subdivision of large lots to provide increased housing opportunities where feasible. In addition, the proposed senior housing complex would provide 60 units of senior housing. As shown in tables, 9.2-1 and 9.2-2, above, the increase in population and housing in La Palma would be relatively minimal. The General Plan update would not cause La Palma population or housing estimates to exceed regional projections. Larger growth rates are anticipated for both surrounding cities and the County as a whole. Any increase in housing, population and employment created by the General Plan Update would not generate significant cumulative impacts.

9.5 CUMULATIVE IMPACTS RELATED TO TRAFFIC AND CIRCULATION

The buildout of the City would lead to a slight increase in traffic generated within the City. However, any increase in traffic generated within La Palma would be minimal and could be mitigated to meet City standards through the implementation of the mitigation measures identified in Section 5.3. Any traffic increase created by development within La Palma would be within regional projections and therefore, traffic impacts should not exceed projected growth rates. No significant cumulative traffic or circulation impacts would result from the General Plan Update.

9.6 CUMULATIVE IMPACTS RELATED TO NOISE

No significant noise generating uses are proposed as part of the General Plan Update. The implementation of the General Plan Update would lead to minimal increases in traffic and other noise generators. No significant traffic noise impacts would result from buildout of the City and no significant cumulative noise impacts would result.

9.7 CUMULATIVE IMPACTS RELATED TO PUBLIC FACILITIES AND SERVICES

The City of La Palma has sufficient public facilities and services to meet the needs of the City. Any increase in development within the City could easily be met by existing facilities and service providers without generating impacts on other jurisdictions. Cumulative impacts on regional facilities such as parks would be minimal. No significant cumulative impacts to public facilities or services would result from the implementation of the General Plan Update.

9.8 CUMULATIVE IMPACTS RELATED TO AESTHETICS

The General Plan Update would lead to a positive aesthetic impact by focusing on the improvement of existing City facilities and appropriate steps such as code enforcement and assistance programs to

9. *Cumulative Impacts*

ensure that private property is properly maintained. No significant negative cumulative aesthetic impacts would result from the General Plan Update.

10. ALTERNATIVES

10.1 INTRODUCTION

The California Environmental Quality Act (CEQA) requires that Environmental Impact Reports "...describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives" (Guidelines Section 15126(d)). The CEQA Guidelines directs that the selection of alternatives be governed by "a rule of reason." The alternatives selected for detailed review in the EIR may be limited to those that "would avoid or substantially lessen any of the significant effects of the project" and would "feasibly attain most of the basic objectives of the project." The selection of alternatives and their discussion must "foster meaningful public participation and informed decision making" (Guidelines Section 15126(d)(5)).

An EIR must identify an "environmentally superior" alternative and where the no project alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated. Each alternative's environmental impacts are compared to the proposed General Plan Update and determined to be environmentally superior, neutral or inferior. However, only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project. Since this EIR found no significant environmental impacts, it is unnecessary to select an alternative to avoid significant impacts. Section 9.5 identifies the environmentally superior alternative based on a comparison of the project's less than significant impacts.

10.1.1 Alternative Selection

This EIR has considered four alternatives, including the proposed project. The alternatives discussed below include a no project alternative, an existing conditions alternative and an open space alternative.

The No Project Alternative would involve the implementation of the existing General Plan with no other changes made within the City. The Existing Conditions Alternative would involve no change in existing conditions. Existing vacant lots would remain vacant and the existing General Plan would not be implemented. The Open Space Alternative would involve the development of pocket parks and other open space resources on existing vacant lots within the City. Other aspects of the General Plan update would remain the same under this alternative. Policies supporting the maintenance of public and private property would be implemented and policies supporting community safety, housing and growth management would be updated.

10.2 NO PROJECT ALTERNATIVE (IMPLEMENTATION OF THE EXISTING GENERAL PLAN)

This alternative would involve the continued implementation of the current General Plan. Existing vacant parcels would be free to develop under current General Plan designations.

10.2.1 Land Use and Relevant Planning

Under this alternative, land uses would be developed based on existing General Plan designations. Perhaps the most significant difference between development under this alternative and the proposed General Plan Update would be that the 60-unit senior housing complex considered in the General Plan Update would not be developed. This is because the property available for this development would

10. Alternatives

remain under the C-1, Neighborhood Business District designation. While current land use designations would not allow some of the General Plan Update objectives to be met, the development of vacant parcels under their current designation would not generate a significant environmental impact. However, current inconsistencies between existing land uses and General Plan land use designations would not be resolved. Therefore, this alternative is considered slightly inferior to the proposed project.

10.2.2 Population and Housing

Under this alternative, existing vacant parcels would be developed under current General Plan designations. This would allow the development of some single family residential uses, but would not allow the development of the senior housing complex at the proposed site. However, senior housing as well as housing for other special needs groups would not be precluded from being developed at other sites, at smaller scale, under this alternative. Overall, the buildout of the City under the Current General Plan would lead to a slightly lower total housing supply than under the General Plan Update. Population would not be significantly impacted by this alternative. Due to the small scale of the difference in housing supply between the two alternatives, The No Project Alternative is considered neither superior nor inferior to the proposed project in terms of population and housing.

10.2.3 Traffic and Circulation

Under this alternative total traffic trips would increase as a result of the development of vacant parcels as well as regional growth. The overall increase in traffic volume would not be expected to be significantly different than under General Plan Update conditions. The impacts at the intersections of Carmenita and Orangethorpe and Walker and La Palma would be remedied as a result of the following current General Plan policy: "To maintain Level of Service D (or higher) as the target for all intersections under the sole control of the City." This alternative is considered neither superior nor inferior to the proposed project in terms of traffic and circulation.

10.2.4 Noise

Noise impacts from growth under this alternative are not expected to be significantly different than under the proposed General Plan Update. However, the policies incorporated into the General Plan Update would tend to reduce noise from construction activities and growth to a greater degree than existing policies. Therefore, this alternative is considered slightly inferior to the proposed project in terms of noise.

10.2.5 Public Facilities and Services

Under this alternative, existing service levels would remain. The City of La Palma currently provides a high quality Police Department and the Orange County Fire Authority provides very good fire protection services. These and other City services would remain. Since the proposed General Plan Update does not suggest significant changes in existing service levels, this alternative is considered neither inferior nor superior to the proposed General Plan Update.

10.2.6 Aesthetics

Under the No Project Alternative, no changes to existing land uses would occur. The City would not increase efforts to keep both public and private property in good condition. In time, existing homes and businesses could decline in appearance due to lack of stepped-up code enforcement efforts provided in the General Plan Update. In addition, efforts would not be made to improve the aesthetic appearance of

10. Alternatives

block walls along City streets. Due to the positive aesthetic policies set for in this General Plan Update, this alternative is considered inferior to the proposed project.

10.2.7 Conclusion

The No Project Alternative has no issues that are environmentally superior to the proposed project.

The No Project Alternative has the following issues that are considered environmentally inferior to the proposed project: Land Use and Planning, Aesthetics and Noise.

There would be neutral impacts for both the No Project Alternative and the proposed General Plan Update for the following issue: Population and Housing; Transportation and Circulation; and Public Facilities and Services.

The No Project Alternative is considered environmentally inferior to the proposed project due to the increased environmental impacts that would result from the implementation of the existing General Plan in the areas of Land Use and Planning, Aesthetics and Noise. In addition, none of the proposed General Plan Update objectives would be implemented under this alternative.

10.3 EXISTING CONDITIONS ALTERNATIVE

Under this alternative, no changes would be made to existing conditions within the City.

10.3.1 Land Use and Relevant Planning

Under this alternative, existing land uses would remain the same. Vacant land uses would remain vacant and large lots would not be subdivided to provide additional housing opportunities. In addition, inconsistencies would remain between General Plan designations and existing uses. The proposed General Plan Update would remove current vacant lots from their blighted condition and provide for an update of the General Plan map. Therefore, the Existing Conditions Alternative is considered environmentally inferior to the proposed project.

10.3.2 Population and Housing

Under this alternative, current population and housing levels would remain the same. The City would not provide any additional housing opportunities for seniors or meet any of the need for regional housing supply. However, due to the small scale of housing provided under the General Plan Update (less than 100 additional units), this alternative would not generate significant environmental impacts related to housing supply. Neither alternative would significantly impact existing housing opportunities or population projections. This alternative is therefore considered neither superior nor inferior to the proposed General Plan Update.

10.3.3 Traffic and Circulation

Under this alternative, no increase would occur in existing traffic volumes as a result of development in La Palma. However, the existing deficiency at the intersection of Carmenita and Orangethorpe would remain. In addition, regional increases in traffic volumes resulting from development occurring outside La Palma could cause the level of service at the intersection of Walker and La Palma to degrade to an unacceptable level. The proposed General Plan update would mitigate impacts at these two intersections. Therefore, this alternative is considered environmentally inferior to the proposed project.

10. Alternatives

10.3.4 Noise

Under this alternative, traffic would not lead to noise increases and no new noise would be generated from construction activities or growth within the City. However, since noise under the proposed General Plan Update would increase by an undetectable amount, this alternative is considered neither superior nor inferior to the proposed project in terms of noise.

10.3.5 Public Facilities and Services

Under this alternative, existing service levels would remain. The City of La Palma would continue to provide its own Police Department and the Orange County Fire Authority would continue to provide fire protection services. This alternative is considered neither inferior nor superior to the proposed General Plan Update.

10.3.6 Aesthetics

Under the no project alternative, no changes to existing land uses would occur. The City would not increase efforts to keep both public and private property in good condition. In time, existing homes and businesses could decline in appearance due to lack of stepped-up code enforcement efforts provided in the General Plan Update. In addition, efforts would not be made to improve the aesthetic appearance of block walls along City streets. Due to the positive aesthetic policies set for in this General Plan Update, this alternative is considered inferior to the proposed project.

10.3.7 Conclusion

The Existing Conditions Alternative has no issues that are environmentally superior to the proposed project.

The Existing Conditions Alternative would have the following issues that are considered environmentally inferior to the proposed project: Land Use and Planning; Traffic and Circulation; and Aesthetics.

There would be neutral impacts for both the Existing Conditions Alternative and the proposed General Plan Update for the following issues: Population and Housing, Public Services and Facilities and Noise.

The Existing Conditions Alternative is considered environmentally inferior to the proposed project due to the increased environmental impacts that would result from maintenance of the status-quo. In addition, none of the updated General Plan objectives would be implemented.

10.4 OPEN SPACE ALTERNATIVE

This alternative would involve the development of community parks on two large vacant lots in the City of La Palma. One of these parks would be located on the west side of Walker Street, south of the intersection of Walker and Orangethorpe (the site of the proposed senior housing complex under the General Plan Update). The other park would be located on the north side of La Palma Avenue, between Moody Street and Walker Street. All other aspects of the proposed General Plan Update, including changes in other land use designations and updates to existing policies would be implemented under this alternative.

10. Alternatives

10.4.1 Land Use and Relevant Planning

Land uses and land use policies would be the same under the two alternatives with the exception of the large scale vacant parcels (totaling 4.6 acres) that would be parks under this designation and single family and senior residential uses under the General Plan Update. Current inconsistencies between land uses and the General Plan would be resolved under both alternatives. No significant land use impacts would result from either alternative. Therefore, this alternative is considered neither superior nor inferior to the General Plan Update in terms of Land Use and Planning.

10.4.2 Population and Housing

The housing supply at buildout would be lower under this alternative than under the General Plan Update. In addition, the population would be expected to be lower under this alternative due to the difference in housing supply compared to the General Plan Update. La Palma would not provide a large scale senior housing complex and would not be capable of meeting as much of the regional demand for housing. However, it is estimated that even under the proposed General Plan Update that La Palma would provide less than 100 additional housing units. Therefore, in terms of regional housing supply, the loss of housing potential under this alternative would not be considered significant. Neither alternative would significantly impact existing housing. Population would not be significantly impacted under either alternative. Therefore, this alternative is considered neither superior nor inferior to the proposed project in terms of Population and Housing.

10.4.3 Traffic and Circulation

Under this alternative total traffic trips would be slightly below the level of the General Plan Update due to the difference in building intensity. As a result, future impacts at existing intersections would be reduced under this alternative. Improvements to impacted intersections would be the same under both alternatives. Due to the slight decrease in traffic volume and intersection impacts resulting from this alternative, it is considered slightly superior to the proposed General Plan Update.

10.4.4 Noise

Under this alternative, noise policies would be the same as under the General Plan Update. Traffic increases would be slightly lower due to a reduction in development and noise from construction would be reduced. Therefore, this alternative is considered slightly superior to the proposed General Plan Update in terms of noise.

10.4.5 Public Facilities and Services

Under this alternative, the policies supporting the continued operation of high quality facilities and services would be the same as under the General Plan Update. The provision of additional park land would create additional maintenance requirements for the City. However, based on the small scale of the increase (4.6 acres), it is anticipated that the City could provide for adequate upkeep without significant impacts to other public services or facilities. No significant impacts would result for police, fire or school services. This alternative is considered neither superior nor inferior to the proposed project in terms of public facilities and services.

10. Alternatives

10.4.6 Aesthetics

Under the Open Space Alternative two new community parks would be added to La Palma. This would improve the aesthetic appearance of the City by adding more greenery and open space. Other aesthetic improvements would be the same under both this alternative and the General Plan Update. Although neither alternative would generate significant aesthetic impacts, due to the aesthetic value provided by the parks, this alternative is considered slightly superior to the proposed General Plan Update.

10.4.7 Conclusion

The Open Space Alternative would have the following issues that are superior to the proposed General Plan Update: Traffic and Circulation, Aesthetics and Noise.

The Open Space Alternative would have no issues that are inferior to the proposed General Plan Update.

There would be neutral impacts for both the Open Space Alternative and the proposed General Plan Update for the following issues: Land Use and Planning; Population and Housing; and Public Facilities and Services.

The Open Space Alternative is considered slightly environmentally superior to the proposed General Plan Update due to the reduced impacts that would occur in the areas of Traffic and Circulation, Aesthetics and Noise. However, the Open Space Alternative would not achieve the proposed General Plan's objectives of providing additional housing opportunities.

10.5 CONCLUSION

One alternative has been found to be environmentally superior to the proposed project and two alternatives have been found to be environmentally inferior. The CEQA guidelines specify that only those impacts found to be significant and unavoidable should be used to make the final determination as to whether an alternative is environmentally superior or inferior to the proposed project. Because no impacts were found to be significant and unavoidable under the proposed General Plan Update, it is not necessary to choose one of the alternatives described in this section.

11. Organizations and Individuals Contacted

11. ORGANIZATIONS AND INDIVIDUALS CONTACTED

The following individuals and organizations were contacted concerning the proposed General Plan Update.

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Santa Ana, CA 92701

Orange County Planning
and Development Services Department
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Orange County Sanitation District
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Fountain Valley, CA 92728-8127

State of California
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H.I. Nakasone, Manager
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Centralia District Office
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Buena Park, CA 90620

ABC School Unified School District
16700 South Norwalk Boulevard
Cerritos, CA 90703

Cypress District Office
9470 Moody Street
Cypress, CA 90630

Buena Park District Office
6885 Orangethorpe
Buena Park, CA 90620

Fullerton Union High School District
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Fullerton, CA 92835

11. *Organizations and Individuals Contacted*

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Anaheim, CA 92804

City of Buena Park Planning Department
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Buena Park, CA 90620

City of Cypress Planning Department
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Cypress, CA 90630

City of Cerritos Planning Department
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Cerritos, CA 90703

Orange County Clerk
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Santa Ana, CA 92702

Orange County Housing Authority
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Santa Ana, CA 92706

Orange County Transportation Authority
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12. Report Preparation Personnel

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13. Bibliography

13. BIBLIOGRAPHY

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NOTICE OF PREPARATION

APPENDIX A

NOTICE OF PREPARATION AND INITIAL STUDY

NOTICE OF PREPARATION

TO: NOP DISTRIBUTION LIST

SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

LEAD AGENCY: CITY OF LA PALMA

CONTACT: JOAN M. HOESTEREY, PLANNER
7822 WALKER STREET
LA PALMA, CA 90623 - 1771
(714) 523-7700 ext. 115

Pursuant to the State of California Public Resources Code and the "Guidelines for Implementation of the California Environmental Quality Act," as amended to date, the City of La Palma intends to prepare an Environmental Impact Report (EIR) for the project described below.

Project Title: City of La Palma General Plan Update

Project Location: City of La Palma, Orange County, California

Project Description: The proposed General Plan Update has been prepared for the City of La Palma, in compliance with state law, based on the current and expected future conditions in and around the City. The General Plan Update addresses each of the following elements: Land Use, Housing, Circulation, Conservation, Open Space, Public Safety, and Noise. The overall goals of the General Plan Update are to maintain and enhance the homes and businesses in the City, continue high quality police, fire and other public services, encourage active citizen participation and community partnerships and preserve the "Home Town" character of the City. Current land use categories would be modified and simplified and General Plan policies would be updated to better reflect existing conditions and the City's goals and objectives for the future. The only development specifically proposed as part of the General Plan Update would be 60 unit moderate income senior housing development that would be constructed on two vacant parcels, located on the west side of Walker Street, south of Orangethorpe Avenue.

The Initial Study prepared for the proposed project indicates that there may be significant adverse environmental impacts associated with this project in the areas of land use and planning, transportation/circulation, noise, public services, and aesthetics. These issues will be addressed in the EIR.

The City of La Palma would specifically like to know the views of agencies as to the scope and content of the environmental information which are germane to each agency's statutory responsibilities in connection with the proposed project. Due to the time limits mandated by State law, comments on the attached Initial Study will be received from November 23, 1998 through December 22, 1998. Comments should focus on the issues and alternatives to be addressed in the Draft EIR.

Please submit your comments to Joan Hoesterey at the address shown above. Agencies should provide the name of a contact person with their response.

Copies of the NOP/Initial Study and the documents used in the preparation of the NOP/Initial Study are available for public review at the following locations: 1) City of La Palma Planning Department; 2) City Clerk's Office for the City of La Palma; and 3) the public library in La Palma.

Date: November 20, 1998

Signature: _____

Name/Title: Joan M. Hoesterey, Planner

Telephone: (714) 523-770 ext. 115

General Plan NOP Distribution List

OC Bd of Supervisors
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OC Sanitation Dist
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State of CA
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City of Cypress Planning
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Santa Ana, CA 92702

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Or County Housing Authority
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Santa Ana, CA 92706

Cypress District Office
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Cypress, CA 90630

Or County Transportation Authority
PO Box 14184
Orange, CA 92683-1584

Buena Park Dist Office
6885 Orangethorpe
Buena Park, CA 90620

C. INITIAL STUDY FOR CITY OF LA PALMA GENERAL PLAN UPDATE

INITIAL STUDY FOR:

CITY OF LA PALMA

GENERAL PLAN UPDATE

Prepared for:

CITY OF LA PALMA

Prepared by:

THE PLANNING CENTER

November 20, 1998

INITIAL STUDY FOR:

CITY OF LA PALMA

GENERAL PLAN

UPDATE



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**November 20, 1998
CLP-01**

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1. Introduction

The City of La Palma has prepared a General Plan Update, in compliance with State law, based on current and expected future conditions, in and around the City. The General Plan has been defined by the courts as a "constitution" for the physical development of a community and it expresses the community's goals and values with respect to the type, distribution and level of improvement of both public and private land uses. Every city and county in California is required by law to adopt a long-term General Plan.

The General Plan may be adopted in any format deemed appropriate or convenient by the legislative body. It may be a single document or a group of documents relating to subjects or geographic segments of the planning area. State law requires that a General Plan address each of the following "elements", to the extent they apply to the city:

- Land Use: A land use element should designate the general distribution, location, intensity and extent of the uses of the land in the City.
- Housing: A housing element should include a description of existing housing conditions, an analysis of the City's appropriate share of the regional need for housing, and a description of the specific housing programs and activities being undertaken to fulfill State housing requirements.
- Circulation: A circulation element should consist of the general location and extent of existing and proposed major thoroughfares and transportation routes.
- Conservation: A conservation element should cover the conservation, development, and utilization of natural resources.
- Open Space: The open space element is the plan for the comprehensive and long-range preservation and use of open space land, including land for recreational purposes.
- Public Safety: A safety element should consider the protection of the community from any unreasonable risks associated with the effects of seismic activity and other geological conditions, flooding, wildland and urban fires, and other risks to public safety.
- Noise: A noise element identifies and appraises noise problems in the community. The noise element must recognize the guidelines established by the Office of Noise Control, State Department of Health Services.

The General Plan and elements and parts thereof must comprise an internally consistent and compatible statement of policies. A city's zoning code, redevelopment plans, capital improvement plans, and public works projects must be consistent with the General Plan. Refinements made to the proposed General Plan will create inconsistencies with the existing zoning code and other City ordinances. Upon approval of the proposed General Plan, an ordinance will be enacted requiring special review of all inconsistencies pending revisions of necessary codes.

This Initial Study has been prepared in accordance with the California Environmental Quality Act (CEQA), as amended, to determine if approval of the proposed General Plan Update for the City of La Palma could have a significant impact on the environment. This analysis will also provide the City of La Palma with information to document the potential impacts of the proposed General Plan Update.



City of La Palma General Plan

1.1 Project Location

The City of La Palma is located in northwestern Orange County adjacent to the Los Angeles/Orange County boundary, as shown in Figure 1, *Regional Location Map*. Figure 2, *City Boundary*, shows that the City is bounded by the City of Cerritos to the north and west, the City of Cypress to the south and the City of Buena Park to the east. Regional access to the City of La Palma is provided by the Artesia Freeway (SR-91) at the Orangethorpe Avenue and Valley View Avenue interchange.

1.2 Environmental Setting

Existing Conditions

The City of La Palma is virtually built out with a mix of residential, commercial, industrial and public facility uses. Residential uses are located throughout the City, with the exception of the northeast corner, and make up the majority of the land uses within the City. Commercial uses are largely concentrated at the intersections of major arterial routes and industrial uses are located in the northern portion of the City, north of the SR-91 Freeway. Public facility and institutional uses are scattered throughout the City and include schools, a hospital, police and fire stations, City government offices and private uses such as churches. Only a few sites within the City are vacant or available for new development. No land adjacent to the City is available for annexation. Existing land uses within the City are summarized in column 1 of Table 1, *Land use Designations*.

According to the US Census, the population of the City of La Palma stayed nearly constant between 1980 and 1990, dropping from 15,397 to 15,392. The City's population is estimated to have grown by 2.3 percent from 1990 through 1997. The growth rate in La Palma was much lower than the 9.3 percent growth rate reported for the County of Orange for the same 1990-1997 period. La Palma's low growth rate reflects the developed condition of the City and the limited availability of vacant land for new housing.

As in most cities, families (defined by the Census as people who live together in a household that are related to the householder by birth, marriage, or adoption) represented the majority (86 percent) of the City of La Palma's households in 1990. Over 82 percent of La Palma's residents live in small (one to four-person) households. Among the 675 non-family households, 455 were single-person households, including 109 persons 65 or over living alone.

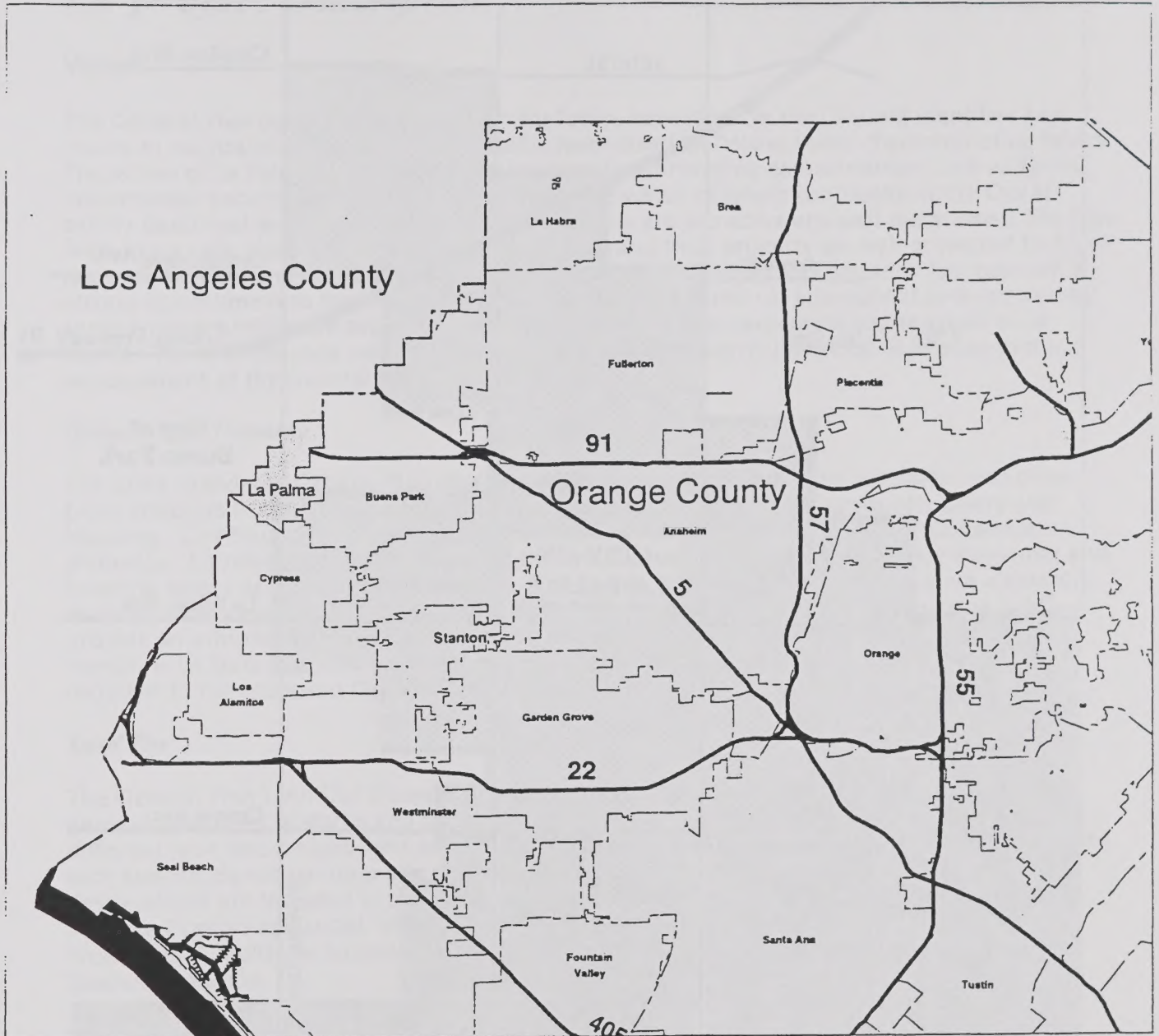
The 1990 Census showed that 8,904 residents of the City of La Palma were employed, representing a labor force participation rate of 74.7 percent of persons between the ages of 16 and 64. According to the California State Employment Development Department, the total resident labor force in La Palma in 1997 was 9,090. The unemployment rate in La Palma was reported by the Department as 1.7 percent in 1997, compared to 3.2 percent for the County of Orange as a whole.

Surrounding Land Use

La Palma is surrounded by the City of Cerritos to the north and west, the City of Buena Park to the east, and the City of Cypress to the south, as shown in Figure 2, *City Boundary*. La Palma is roughly bounded by 183rd Street to the north, Valley View Street to the east, the Union Pacific railroad to the south and Coyote Creek to the West. Land uses surrounding La Palma are primarily residential in the Cities of Cypress, Buena Park and Cerritos, with some commercial

1. Introduction

Regional Location

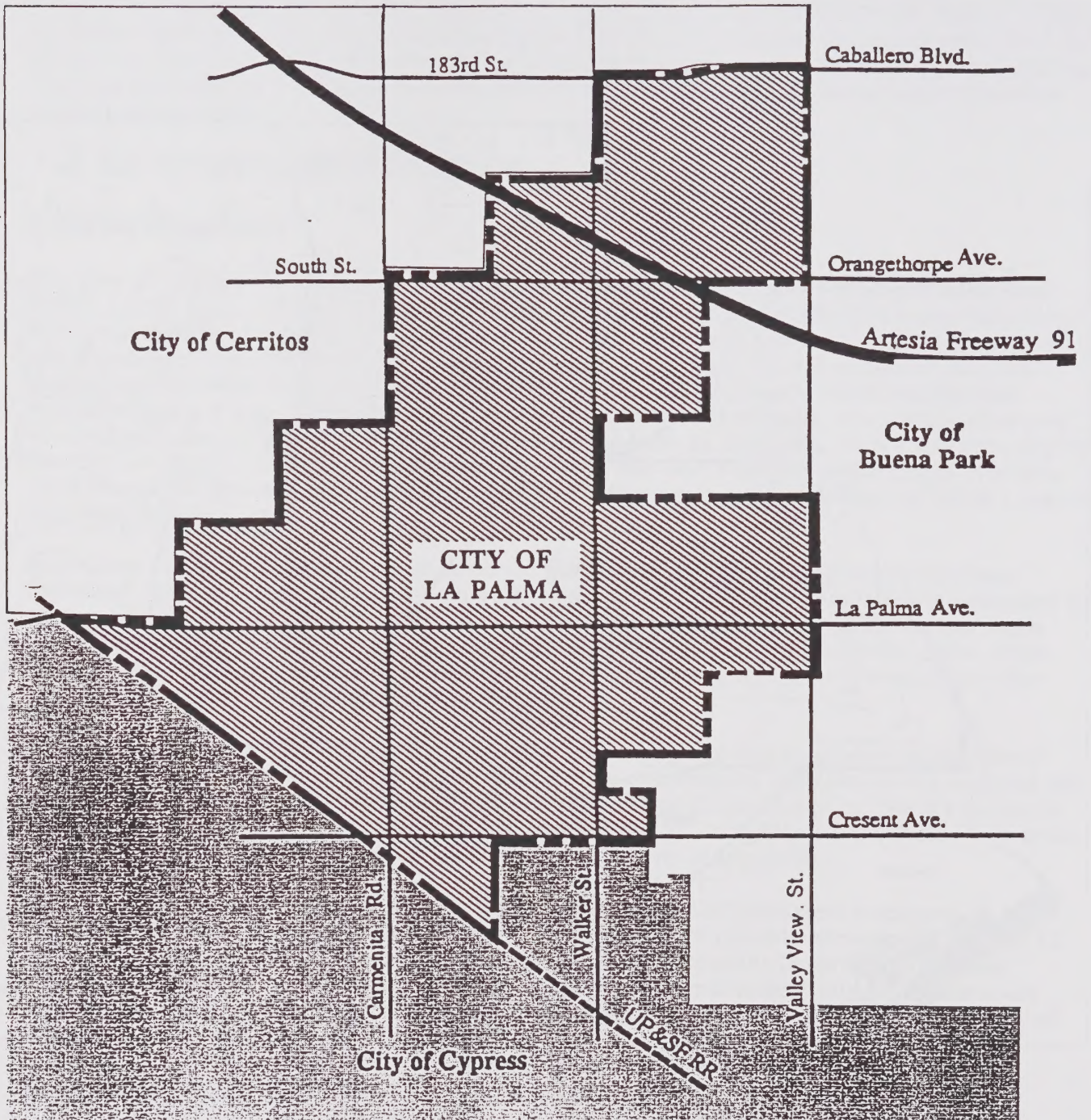


NOT TO SCALE



1. Introduction

City Boundary



NOT TO SCALE



1. Introduction

uses located along major arterial routes and extensive industrial uses located to the north of La Palma. There is very little undeveloped land located in the vicinity of the City of La Palma.

1.3 Project Description

Vision

The General Plan Update creates a vision for future conditions in the City and identifies key issues in maintaining the small town quality (expressed as "Home Town" character) of La Palma. The vision of La Palma as a "Home Town" is based on prevailing characteristics such as family, opportunity, security and pride of ownership. The vision of future conditions in the City is briefly described as follows: Homes and businesses are attractive and well maintained; The City feels like a safe place and citizens know that they and their property are well protected by local law enforcement and active citizen groups; Community activities and partnerships maintain a strong commitment to families and children; and a wide variety of educational and community service opportunities are available to people of all ages, but particularly to the youth of La Palma. The maintenance and enhancement of these characteristics are cornerstones in the development of the General Plan.

General Plan Elements

The State mandated General Plan elements have been consolidated and simplified into three basic chapters in the proposed General Plan Update: City Structure, Community Safety and Housing. City Structure consists of the Land Use, Circulation, Open Space and Conservation elements. Community Safety consists of the Seismic and Public Safety and Noise elements; and Housing exists as a stand alone element. The locally required Growth Management element, mandated by Measure "M", is also a stand-alone chapter. The intent of this structure is to provide an informative, user friendly document that contains all the components needed to comply with State law. The following overview provides a summary of the elements that are included in the proposed General Plan Update.

Land Use

The General Plan Land Use Element provides a land use policy framework and establishes general land use standards and designations. The General Plan Update provides for eight different land use designations with one overlay area. Each land use designation is correlated with specific density or intensity of development standards. The following land use designations are included in the proposed General Plan Update: Single Family Residential, Multiple Family Residential, Village Residential Overlay, Neighborhood Commercial, Office Professional, Multi-use Business, General Industrial, Public/Institutional, and Open Space/Recreation.

Single Family Residential

The Single-Family designation is intended to provide for a range of single family housing types including conventional single-family detached homes, patio homes, zero lot line homes, and attached lower density developments such as duplexes.

Multiple Family Residential

The Multiple Family designation is intended to accommodate the development of a range of



City of La Palma General Plan

attached and detached apartment and condominium type residential uses.

Village Residential Overlay

The Village Residential Overlay designation is intended as an overlay for certain areas within the Multiple Family Residential designation that involve special development opportunities (such as affordable or senior citizen housing) and require a tailored approach to planning and design. Village Residential Overlay is intended to provide for a variety of housing types within one project or development, ranging from single family housing to multiple family dwellings, including uses incidental to the residential uses. An example of one of the land uses that would fall under the Village Residential Overlay designation is a proposed senior housing complex that would be constructed on vacant property on the west side of Walker Street, south of Orangethorpe Avenue.

Neighborhood Commercial

The Neighborhood Commercial designation provides localized commercial retail and service activities for surrounding neighborhoods. Neighborhood commercial projects should be compatible in design and scale with adjacent residential areas and should be designed to encourage pedestrian usage.

Office Professional

The Office Professional designation provides for single or multi-tenant offices and may include limited supporting uses for on-site employees. Typical uses include professional offices for legal, design, and engineering services, medical offices/healthcare centers, corporate headquarters, and general offices for insurance or real estate.

Multi-use Business

The Multi-use Business designation provides for a compatible/complementary mixture of commercial uses. Typical uses include: general and professional offices, high rise hotels, retail and service uses, research and development operations, commercial recreation, and light manufacturing.

General Industrial

The General Industrial designation provides for a range of industrial uses including manufacturing, assembly, distribution, research and development facilities, science laboratories, warehousing, and utility buildings/facilities, and may include limited wholesale or retail commercial uses.

Public/Institutional

The Public/Institutional designation is intended for a range of public and private uses including: schools, government offices, police and fire stations, public utilities, flood control channels, libraries, museums, hospitals, churches, and cultural facilities.

Open Space/Recreation

The Open Space/Recreation designation encompasses park land and utility easements developed for recreational use. Only accessory buildings or those structures related to parks

1. Introduction

and recreation facilities are intended for open space lands. La Palma currently contains 35.97 acres of developed parkland. In addition, 1.01 acres of the Edison Easement, west of Barbi Lane would be designated as open space but would continue to be utilized as a wholesale nursery. A total of 53.9 acres of landscaped playground and recreational facilities at public schools in the City of La Palma has also been considered in the proposed General Plan as a potential recreational resource, and has been included in the calculation of available open space shown in Table 1, *Land Use Comparisons*, below.

Table 1
Land Use Comparisons

Land Use Designations ¹	1		2		3	
	Existing Land Use (Acres)	Existing Land Use (%)	Current General Plan Land Use (Acres)	Current General Plan Land Use (%)	Proposed General Plan Land Use (Acres)	Proposed General Plan Land Use (%)
SINGLE FAMILY RESIDENTIAL	453.40	50.41			456.71	50.78
Low Density Residential			460.32	51.18		
MULTIPLE FAMILY	68.35	7.60			63.80	7.09
VILLAGE RESIDENTIAL OVERLAY					6.45	0.72
Multiple Residential			27.53	3.06		
High Density Residential			36.27	4.03		
MULTI-USE BUSINESS	38.83	4.32	38.83	4.32	38.83	4.32
NEIGHBORHOOD COMMERCIAL	43.11	4.79			30.41	3.38
General Business			18.44	2.05		
Neighborhood Business			26.91	2.99		
OFFICE PROFESSIONAL	6.64	0.74	6.64	0.74	18.74	2.08
GENERAL INDUSTRIAL	76.61	8.52	76.61	8.52	76.61	8.52
PUBLIC/INSTITUTIONAL	116.90 ²	13.00			116.90 ²	13.00
Public/Quasi Public			116.90 ²	13.00		
OPEN SPACE/RECREATION	90.88 ^{2,3}	10.11	90.88 ^{2,3}	10.11	90.88 ^{2,3}	10.11
Vacant	4.61	0.51				
Total	899.33	100	899.33	100	899.33	100

1: Proposed General Plan designations are shown in all CAPITALS and current General Plan designations are shown in lower case letters. Where current and proposed General Plan designations are the same they are shown in all CAPITALS.

2: The Open Space/Recreation designation shown here includes 53.9 acres of landscaped playground area on school grounds. The actual General Plan designation for school grounds is Public/ Institutional or Public/Quasi Public.

3: The westernmost 1.01 acre of the Edison easement in the City of La Palma, west of Barbi Lane, has been designated Open Space in the General Plan but is actually used for a wholesale nursery. Therefore, the total land available for recreational use is 89.87 acres.

Land Use Comparisons

Some of the proposed General Plan land use designations represent a consolidation of land use categories from the current General Plan. The proposed Multiple Family and Village Residential Overlay designations represent a combination of the current Multiple Residential and High Density Residential designations. The Neighborhood Commercial designation represents a combination of the Neighborhood Business and General Business designations. In addition, the names of some land use categories would be changed in the General Plan Update to better



City of La Palma General Plan

reflect existing and proposed uses. The Low Density designation would be changed to Single Family Residential and the Public/Quasi Public designation would be changed to Public/Institutional. Statistics for similar land use categories are clustered together within bold lines in Table 1.

Existing land uses are shown in column 1 of Table 1, while current and proposed General Plan designated land uses are shown in columns 2 and 3, respectively. Existing and proposed General Plan land uses are identified using proposed General Plan land use designations while current General Plan land uses are described using current General Plan designations.

A comparison between existing (column 1) and proposed (column 3) land uses in Table 1 shows that the total acreage for most land uses would change very little. The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. Currently designated as a commercial use, they would be converted to the Multi-Family Residential land use designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing development.

Another change would involve the redesignation of 12.1 acres of commercial uses at the northwest corner of Orangethorpe Avenue and Walker Street to the Office Professional designation. However, as with many of the land use changes in the proposed General Plan, this would not involve a fundamental change in use, but rather a modification to the land use designation to better reflect on-site land uses. Other minor changes to land use designations would be made as technical corrections to the current General Plan.

In addition to the changes reflected in the land use table, some minor modifications would also be made to General Industrial land use restrictions to allow limited commercial use of the land in the event that appropriate commercial uses are identified. Other minor modifications to land use requirements would be made for administrative purposes. It is also important to note that the land use plan is intended to function as the zoning map, once the zoning ordinance is updated to be consistent with the General Plan. Figure 3, *Proposed Land Use Map*, shows the designation of land uses within the City under the proposed General Plan.

Circulation Element

The major goal of the Circulation Element is the maintenance of the existing street network to meet the transportation needs of the City. There would be no major changes to the existing circulation plan or to the classification of any of the streets in the City. Changes to the circulation system proposed in the General Plan Update would include improvements such as median remodeling, left turn pocket widening, traffic signal additions or alterations, and widening of the bridge on Walker Street. Other changes proposed in the Circulation Element would include the enhancement of the existing streetscape on the following arterials in the City: La Palma Avenue, Orangethorpe Avenue, Moody Street, Walker Street and Valley View Street. Streetscape improvements would involve landscaping, signage, and selective wall improvements.

Open Space and Conservation

There is no natural habitat or undisturbed open space located in La Palma. Therefore, the Open Space and Conservation Element concentrates on maintaining and enhancing the developed open spaces in La Palma, such as parks, school grounds and the Edison easement.

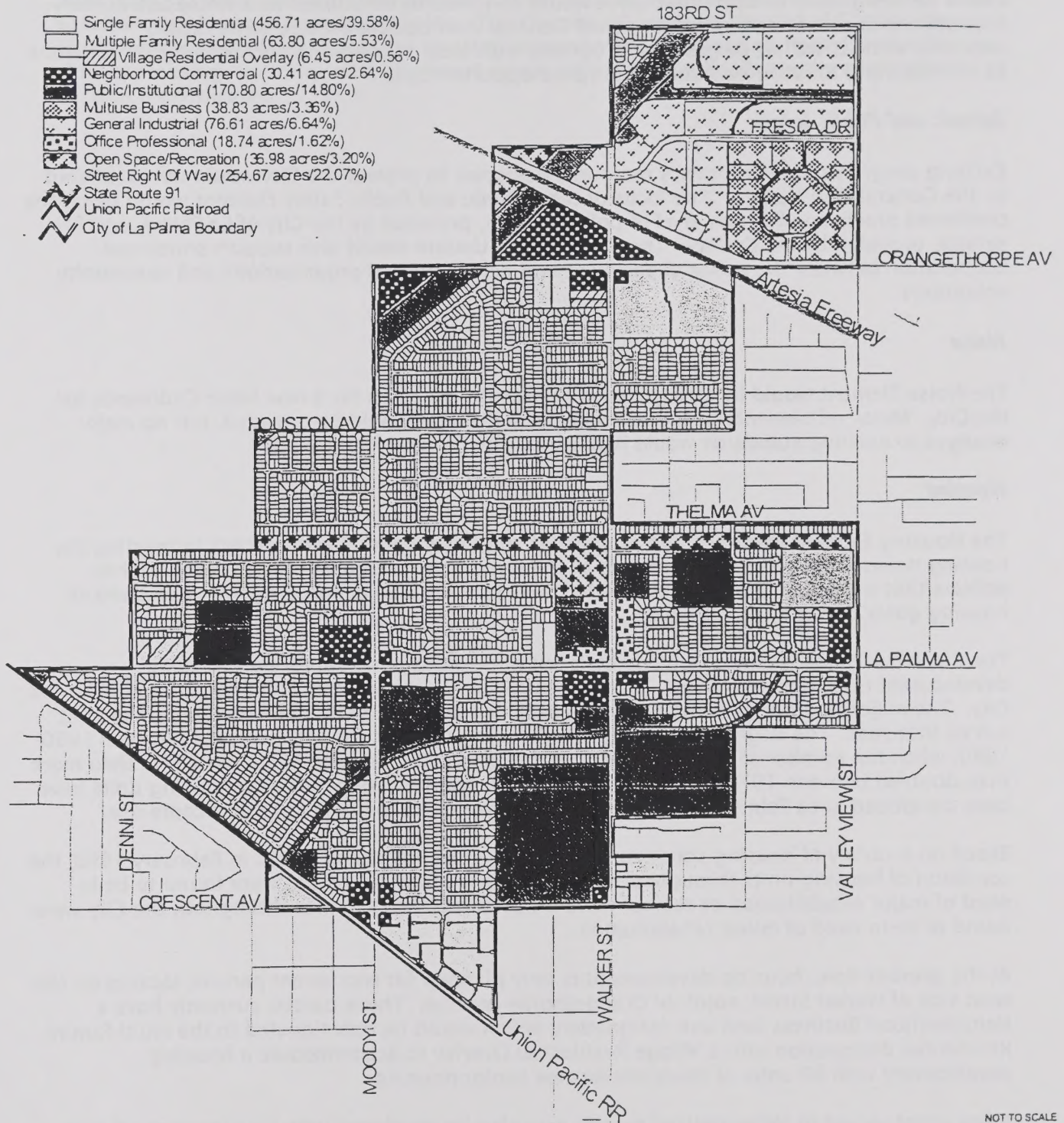
The portion of the Edison easement utilized by the City as parkland has recently been increased

1. Introduction

Proposed Land Use Map

LEGEND

-  Single Family Residential (456.71 acres/39.58%)
-  Multiple Family Residential (63.80 acres/5.53%)
-  Village Residential Overlay (6.45 acres/0.56%)
-  Neighborhood Commercial (30.41 acres/2.64%)
-  Public/Institutional (170.80 acres/14.80%)
-  Multiuse Business (38.83 acres/3.36%)
-  General Industrial (76.61 acres/6.64%)
-  Office Professional (18.74 acres/1.62%)
-  Open Space/Recreation (36.98 acres/3.20%)
-  Street Right Of Way (254.67 acres/22.07%)
-  State Route 91
-  Union Pacific Railroad
-  City of La Palma Boundary



NOT TO SCALE





City of La Palma General Plan

to include all land east of Barbi lane. The only portion of the Edison easement in the City of La Palma not utilized as parkland would be the portion west of Barbi Lane. This 1.01 acre parcel would be designated as open space, but would continue to be utilized as a wholesale nursery. Improvements considered in the proposed General Plan Update include some facility improvements as well as cooperative programs with local schools and surrounding jurisdictions to maintain and improve available open space opportunities.

Seismic and Public Safety

Existing programs and emergency measures designed to protect the City would not be altered by the General Plan Update. The focus of the Seismic and Public Safety Element would be on the continued provision of a high level of police service, provided by the City of La Palma, and fire service, provided by the County. The General Plan Update would also support continued cooperation between the police department and neighborhood organizations and community volunteers.

Noise

The Noise Element would be strengthened to provide the basis for a new Noise Ordinance for the City. Minor refinements to the existing Noise Element would be provided, but no major changes to existing standards would result from the General Plan Update.

Housing

The Housing Element identifies and establishes the City's policies with respect to meeting the housing needs of all economic segments of the population within La Palma. It establishes policies that will guide City decision making, and sets forth an action program to implement housing goals through the year 2003.

The City of La Palma is almost entirely built out and so the potential for new housing development is extremely limited. There are currently approximately 5,005 housing units in the City. The majority of the housing stock was built out by 1980, with 4,760 housing units built out by that year. The largest increases in the housing stock in the City occurred between 1960-1980, when the number of units grew first to roughly 2,000 between 1960 and 1970, then more than doubled between 1970 and 1980. Since 1990, approximately 147 new housing units have been developed in La Palma and 272 apartments have been converted to low income use.

Based on a survey of housing conditions in the City of La Palma conducted in February 1998, the condition of housing units throughout the City is very good. No homes were found to be in need of major rehabilitation or replacement. Approximately 35 homes throughout the City were found to be in need of minor rehabilitation.

At the present time, housing development is only planned for two vacant parcels, located on the west side of Walker Street, south of Orangethorpe Avenue. These parcels currently have a Neighborhood Business land use designation, which would be redesignated to the Multi-Family Residential designation with a Village Residential Overlay to accommodate a housing development with 60 units of moderate income senior housing.

A few other vacant or industrialized parcels may also be developed with housing in the future. In addition, some residential parcels are of sufficient size that they could be subdivided to provide additional housing. Including all additional housing opportunities, it is estimated that the total of 5,098 housing units could be developed in La Palma at buildout.

1. Introduction

The goals of the Housing Element are to achieve fair and equal housing opportunity throughout La Palma by maintaining and conserving the existing housing stock within the City, while continuing to cooperate with the Orange County Housing Authority in the provision of rental assistance to lower income households. The City would continue the use of Community Development Block Grant funds for housing improvement purposes and provide the Orange County Housing Authority with apartment rental information to facilitate the complete use of Section 8 certificates.



City of La Palma General Plan

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2. Environmental Checklist

2.1 Background

1. **Project Title:** City of La Palma General Plan Update

2. **Lead Agency Name and Address:**

City of La Palma
7822 Walker Street
La Palma, CA 90623-1771

3. **Contact Person and Phone Number:**

Ms. Joan M. Hoesterey, Planner
(714) 523-7700 ext. 115

4. **Project Location:** City of La Palma, Orange County, California

5. **Project Sponsor's Name and Address:**

City of La Palma
7822 Walker Street
La Palma, CA 90623-1771

6. **Description of Project** (Describe the whole action involved, including but not limited to, later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

The proposed project is a General Plan Update for the City of La Palma. The General Plan Update is described in detail in Section 1.3.2, above.

7. **Surrounding Land Uses and Setting** (Briefly describe the project's surroundings):

La Palma is surrounded by the City of Cerritos to the north and west, the City of Buena Park to the east, and the City of Cypress to the south. Land uses surrounding La Palma are primarily residential to the east, south and west and industrial to the north.



City of La Palma General Plan

2.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Potentially Significant Unless Mitigated," as indicated by the checklist on the following pages.

☒ Land Use & Planning	☒ Transportation/Circulation	☒ Public Services
☐ Population & Housing	☐ Biological Resources	☐ Utilities & Service Systems
☐ Geophysical	☐ Energy & Mineral Resources	☒ Aesthetics
☐ Water	☐ Hazards	☐ Cultural Resources
☐ Air Quality	☒ Noise	☐ Recreation
	☐ Mandatory Findings of Significance	

2.3 Evaluation Of Environmental Impacts

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take into account the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect is significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Potentially Significant Unless Mitigated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). Earlier analyses are discussed in Section XVII at the end of the checklist.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated. A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

2. Environmental Checklist

Issues & Supporting Information Sources	Potentially Significant Impact*	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
1. LAND USE AND PLANNING. Would the proposal:				
a) Conflict with general plan designation or zoning?	X			
b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?	X			
c) Be incompatible with existing land use in the vicinity?	X			
d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?				X
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?				X
2. POPULATION AND HOUSING. Would the proposal:				
a) Cumulatively exceed official regional or local population projections?			X	
b) Induce substantial growth in an area either directly or indirectly (e.g. through projects in an undeveloped area or extension of major infrastructure)?			X	
c) Displace existing housing, especially affordable housing?				X
3. GEOLOGICAL PROBLEMS. Would the proposal result in or expose people to potential impacts involving:				
a) Fault rupture?			X	
b) Seismic ground shaking?			X	
c) Seismic ground failure, including liquefaction?			X	
d) Seiche, tsunami, or volcanic hazard?				X
e) Landslides or mudflows?				X
f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?				X
g) Subsidence of the land?				X
h) Expansive soils?				X
i) Unique geologic or physical features?			X	
4. WATER. Would the proposal result in:				
a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?			X	
b) Exposure of people or property to water related hazards such as flooding?			X	

* A check mark in this column indicates that an EIR is required.



City of La Palma General Plan

Issues & Supporting Information Sources	Potentially Significant Impact*	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Discharge into surface waters or other alternation of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?				X
d) Changes in the amount of surface water in any water body?			X	
e) Changes in currents, or the course or direction of water movements?				X
f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?			X	
g) Altered direction or rate of flow of groundwater?				X
h) Impacts to groundwater quality?				X

5. AIR QUALITY. Would the proposal:

a) Violate any air quality standard or contribute to an existing or projected air quality violation?			X	
b) Expose sensitive receptors to pollutants?			X	
c) Alter air movement, moisture, or temperature, or cause any change in climate?				X
d) Create objectionable odors?				X

6. TRANSPORTATION/CIRCULATION. Would the proposal result in:

a) Increased vehicle trips or traffic congestion?	X			
b) Hazards to safety from design features (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?				X
c) Inadequate emergency access or access to nearby uses?				X
d) Insufficient parking capacity on-site or off-site?				X
e) Hazards or barriers for pedestrians or bicyclists?				X
f) Conflicts with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks)?				X
g) Rail, waterborne or air traffic impacts?				X

7. BIOLOGICAL RESOURCES. Would the proposal result in impacts to:

a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?				X
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* A check mark in this column indicates that an EIR is required.

2. Environmental Checklist

Issues & Supporting Information Sources	Potentially Significant Impact*	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
b) Locally designated species (e.g. heritage trees)?				X
c) Locally designated natural communities (e.g. oak forest, coastal habitat)?				X
d) Wetland habitat (e.g. marsh, riparian and vernal pool)?				X
e) Wildlife dispersal or migration corridors?				X
8. ENERGY AND MINERAL RESOURCES. Would the proposal:				
a) Conflict with adopted energy conservation plans?				X
b) Use non-renewable resources in a wasteful and inefficient manner?				X
c) Results in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?				X
9. HAZARDS. Would the proposal involve:				
a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?				X
b) Possible interference with an emergency response plan or emergency evacuation plan?				X
c) The creation of any health hazard or potential health hazard?				X
d) Exposure of people to existing sources of potential health hazards?				X
e) Increased fire hazard in areas with flammable brush, grass, or trees?				X
10. NOISE. Would the proposal result in:				
a) Increases in existing noise levels?	X			
b) Exposure of people to severe noise levels?	X			
11. PUBLIC SERVICES. Would the proposal have an effect upon, or result in a need for new or altered government services in any of the following areas:				
a) Fire protection?	X			
b) Police protection?	X			
c) Schools?	X			
d) Maintenance of public facilities, including roads?				X
e) Other governmental services?				X
12. UTILITIES AND SERVICE SYSTEMS. Would the proposal result in a need for new systems or supplies, or substantial alterations to the following utilities:				
a) Power or natural gas?			X	

* A check mark in this column indicates that an EIR is required.



City of La Palma General Plan

Issues & Supporting Information Sources	Potentially Significant Impact*	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
b) Communications systems?			X	
c) Local or regional water treatment or distribution facilities?			X	
d) Sewer or septic tanks?			X	
e) Storm water drainage?			X	
f) Solid waste disposal?			X	
g) Local or regional water supplier?			X	
13. AESTHETICS. Would the proposal:				
a) Affect a scenic vista or scenic highway?				X
b) Have a demonstrable negative aesthetic effect?	X			
c) Create light or glare?				X
14. CULTURAL RESOURCES. Would the proposal:				
a) Disturb paleontological resources?				X
b) Disturb archaeological resources?				X
c) Affect historical resources?				X
d) Have the potential to cause a physical change which would affect unique ethnic cultural values?				X
e) Restrict existing religious or sacred uses within the potential impact area?				X
15. RECREATION. Would the proposal:				
a) Increase the demand for neighborhood or regional parks or other recreational facilities?			X	
b) Affect existing recreational opportunities?			X	
16. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?				X
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	

* A check mark in this column indicates that an EIR is required.

2. Environmental Checklist

Issues & Supporting Information Sources	Potentially Significant Impact*	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impact
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	X			

17. EARLIER ANALYSIS. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a discussion should identify the following on attached sheets:

a) **Earlier analyses used.** Identify earlier analyses and state where they are available for review.

No earlier analysis was used in the preparation of this Initial Study.

b) **Impacts adequately addressed.** Identify which effects from the above checklist were within the scope of and adequately analyzed in the earlier document pursuant to applicable legal standards and state whether such effects were addressed by mitigation measures based on the earlier analysis.

No earlier analysis was used in the preparation of this Initial Study.

c) **Mitigation measures.** For effects that are "potentially significant unless mitigated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

No mitigation measures have been incorporated from earlier documents.

Authority: Public Resources Code Sections 21083 and 21087.

Reference: Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.3, 21093, 21094, 21151; Sundstrom v. County of Mendocino, 202 Cal. App. 3d 296 (1988); Leonoff v. Monterey Board of Supervisors, 222 Cal. App. 3d 1337 (1990).

* A check mark in this column indicates that an EIR is required.



City of La Palma General Plan

References

No. Reference

1. A.C. Lazzaretto & Associates, La Palma Community Development Commission Review and Update of the Five Year Implementation Plan, December, 1997.
2. California Department of Conservation. Division of Mines and Geology. Fault-Rupture Hazard Zones and Liquefaction Zones in California, 1998.
3. California Department of Water Resources, Bulletin 160-93: The California Water Plan Update, October, 1994.
4. Castaneda & Associates, City of La Palma General Plan Update, March, 1993.
5. Center for Demographic Research, CSU Fullerton, Orange County Projections - 1996 Modified by Jurisdiction, July, 1997.
6. Center for Demographic Research, CSU Fullerton, Orange County Progress Report 1997, May, 1997.
7. City of La Palma, Adopted Budget, Fiscal Year 1997/1998.
8. City of La Palma, Multihazard Emergency Plan.
8. Hawkins Advertising & Public Relations, City of La Palma Market Research Study, December, 1997.
9. La Palma Youth 20/20 Project, Report from the 1998 Teen Summit, January 14, 1998.
10. The Planning Center, Generalized Housing Conditions Survey, City of La Palma, March, 1998.
11. The Planning Center, Non-Residential Land Use Survey, City of La Palma, March, 1998.
12. United States Geological Service, Ground Water Atlas of the United States - Segment 1 California Nevada, 1995.
13. South Coast Air Quality Management District, CEQA Air Quality Handbook, April, 1993.
14. California State University, Long Beach, Department of Civil Engineering, Report on the Residential Foundation Deterioration in Lakewood, La Palma & Cypress, 1989.

3. Environmental Analysis

Section 2.3 presented a checklist of environmental impacts. This section provides an evaluation of the impact categories and questions contained in the checklist and identifies mitigation measures if applicable.

3.1 Land Use And Planning

a) Conflict with general plan designation or zoning?

Potentially Significant Impact. The General Plan Update would alter existing land use designations as identified in the Project Description (Section 1.3), above. The proposed General Plan land use designations have the potential to generate impacts to the extent that changes in permitted uses are inconsistent with other components or requirements of the General Plan. Section 65300.5 of the Government Code requires that the General Plan be consistent throughout (i.e., "internally consistent"). In addition, other City codes and ordinances, such as the zoning ordinance, must be consistent with the guidelines and policies established in the General Plan. The internal and external compatibility of the proposed General Plan Update will be analyzed in the Environmental Impact Report (EIR) prepared for the General Plan Update.

b) Conflict with applicable environmental plans or policies adopted by agencies with jurisdiction over the project?

Potentially Significant Impact. The General Plan must be consistent with existing State and Federal environmental standards and must be internally consistent in terms of the environmental policies adopted in the elements of the General Plan itself. In addition, other environmental plans and policies adopted by the City must be consistent with the General Plan. The internal and external consistency of the General Plan, in terms of environmental plans and policies, will be analyzed in the EIR prepared for this project.

c) Be incompatible with existing land use in the vicinity?

Potentially Significant Impact. The existing General Plan provides for five major types of land use: Residential, Commercial, Industrial, Public/Quasi Public and Open Space. Each of these land use types is divided into separate categories of uses correlated with specific intensity of development standards. The current General Plan land use designations are shown in the Introduction section in Table 1.

The proposed General Plan Update would modify and simplify some of the current land use categories, but would not lead to significant land use alterations. The General Plan Update would also provide fewer land use categories because several of the current categories would be combined to simplify administrative procedures and better reflect existing conditions. Multiple Residential and High Density Residential uses would be combined under the Multifamily designation and Neighborhood Business and General Business would be combined under the Neighborhood Commercial designation.

Table 1, in the Introduction Section, provides a listing of the proposed land use designations and the total land area that would be covered by each of the land use designations. A comparison between columns 1 and 3 of Table 1 shows that the majority of land uses within the City would remain unchanged.

The most significant land use change proposed as part of the General Plan Update would involve two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue.



City of La Palma General Plan

These parcels, currently designated Neighborhood Business District would be converted to the Multi-Family Residential land use designation with a Village Residential Overlay. This change is intended to accommodate a proposed senior housing development.

The proposed General Plan would also involve slight modifications to existing land use policies. Although one of the objectives of the proposed General Plan is to maintain and enhance the high quality residential, commercial, industrial and public uses in the City, changes in existing land use designations have the potential to significantly impact surrounding land uses and to create incompatibilities. The compatibility of all new land use designations with existing land uses will be analyzed in the EIR prepared for this project.

d) Affect agricultural resources or operations (e.g., impacts to soils or farmlands, or impacts from incompatible land uses)?

No Impact. The City of La Palma was incorporated in 1955 as the City of Dairyland. The name of the City at that time reflected the area's large scale agricultural and dairy uses. In 1965, however, the name of the City was changed to La Palma to reflect the increasing suburbanization of the City. At present, La Palma is almost completely built out with residential, commercial, industrial and public facility uses. No significant agricultural lands remain in the City or are located in the immediate proximity of the City. The proposed General Plan Update would not affect any existing agricultural resources or operations. No significant impacts would result from the proposed project. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

e) Disrupt or divide the physical arrangement of an established community (including a low income or minority community)?

No Impact. The City of La Palma is largely built out, with only minimal vacant land remaining to be developed. The General Plan Update would support the development of a senior housing development on two vacant parcels located on the west side of Walker Street, south of Orangethorpe Avenue. This development would not disrupt or divide any established communities. A few other vacant parcels exist within the City, however, future development projects would occur at a limited scale and are not anticipated to involve the physical alteration or division of an established community. No significant impacts would result from the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

3.2 Population And Housing

a) Cumulatively exceed official regional or local population projections?

Less Than Significant Impact. A General Plan has the potential to influence population growth within a City by altering policies related to land use designations, density and redevelopment. Since the City of La Palma is almost entirely built out, and changes to existing land use designations would not provide significant new housing opportunities, there is limited potential for new growth. The Orange County Progress Report (Center for Demographic Research, CSU Fullerton, 1997) estimates that the total population of the City of La Palma will expand from a 1995 estimate of 15,717 to a maximum of 16,115 in the year 2000. Thereafter, the population is expected to experience a slight decline to 15,772 through the year 2020.

The 1990 Census showed that 8904 residents of the City of la Palma were employed,

3. Environmental Analysis

representing a labor force participation rate of 74.7% of persons between the ages of 16 and 64. The total resident employed population in La Palma was 9,090 in March of 1997, according to the California State Employment Development Department. The unemployment rate in La Palma was reported by the Department as 1.7% in March of 1997, compared to 3.2% for the County of Orange as a whole.

CSU Fullerton's Center for Demographic Research (CDR) estimated the number of jobs in La Palma to total 4,967 in 1995, and grow to 8,447 in 2020. Based on the limited amount of vacant land within the City, actual employment growth is expected to proceed at or below estimated levels. According to CDR, La Palma had 4,952 housing units in 1995. Based on City of La Palma estimates, the number of housing units in the City grew to 5,005 housing units by 1998. CDR estimates that the City will provide 5,049 housing units by the year 2020. The City of La Palma estimates that with the provision of additional senior housing units and the division of some large scale lots into smaller parcels, that the City would be capable of providing approximately 5,098 housing units at buildout. Population at buildout is expected to increase to 15,925. The next update of the Orange County Progress report by CDR will incorporate these updated City of La Palma housing estimates.

The proposed General Plan Update would not provide significant new housing resources or a significant increase in employment opportunities and, therefore, would not significantly impact population projections for the City. No significant impacts are anticipated to result from implementation of the General Plan Update. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

b) Induce substantial growth in an area either directly or indirectly (e.g., through projects in an undeveloped area or extension of major infrastructure)?

Less Than Significant Impact. In recent years, growth within the City has been limited by the availability of vacant land. Between 1990 and 1997, the number of housing units in the City increased by a total of 147 units. In addition, 272 apartments have been converted to low income use. Due to the limited availability of land in the City, no significant new housing growth is anticipated to occur in the City.

The only new residential development identified in the General Plan Update is the potential development of vacant property located on the west side of Walker Street, south of Orangethorpe Avenue. This 1.9 acre property would be developed with approximately 60 housing units for moderate income seniors. There also are a few other parcels within the City that could be developed or subdivided to provide new housing opportunities. A total of 15 residential parcels are of sufficient size that they could be subdivided in the future to provide additional housing opportunities. It is estimated that La Palma would add approximately 91 housing units at buildout, including the 60-unit senior housing development. The development of new housing within the City would not generate significant impacts. No large scale housing development is proposed as part of the General Plan update. The parcels that are available for future housing are scattered throughout the City and are located in developed areas with available infrastructure.

No new commercial or industrial development is anticipated as a result of General Plan implementation. Although land use designation changes may result in some limited conversion of industrial use to commercial use, no significant growth inducing impacts are anticipated to occur from these minor land use changes.

Since the potential for future growth within the City is limited and no extension of major



City of La Palma General Plan

infrastructure would occur, the potential of the proposed General Plan to generate substantial growth is considered less than significant. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

c) Displace existing housing, especially affordable housing?

No Impact. The proposed General Plan would support the maintenance of affordable housing units within the City. No existing housing or affordable housing would be displaced through the implementation of the updated General Plan. Any minor changes from residential land use designations to other land use designations by the proposed General Plan would be undertaken to correct errors in the existing General Plan and to reflect existing conditions within the City. No significant impacts would result from the General Plan Update. No mitigation measures are necessary. This issue will not be addressed in the EIR prepared for the General Plan Update.

3.3 Geological Problems

a) Fault rupture?

Less Than Significant Impact. Fault rupture occurs when movement on a fault deep within the earth breaks through to the surface. Fault rupture almost always follows preexisting faults, which are zones of weakness. Rupture may occur suddenly during an earthquake or slowly in the form of fault creep. Sudden displacements are more damaging to structures because they are accompanied by shaking.

The City of La Palma is located within the Los Angeles Basin which, in turn, is situated in the coastal plain of the peninsular range's geomorphic province. This area is characterized by elongated northwesterly trending ridges and structural features and is a seismically active area.

The Alquist Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface faulting to structures planned for human occupancy. This state law was a direct result of the 1971 San Fernando Earthquake, which was associated with extensive surface fault rupture that damaged numerous homes, commercial buildings, and other structures.

Surface rupture is the most easily avoidable seismic hazard. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within the zones.

There are no Alquist Priolo zones or active faults known to exist in the City of La Palma. However, the City is in the vicinity of several active faults including the San Andreas, Inglewood-Newport, Norwalk, San Jacinto and Whittier-Elsinore Faults, as shown in Figure 4, *Regional Faults*. To be considered active, a fault must have shown movement within the last 11,000 years and can be expected to move within the next 100 years. Although faults may also lie hidden beneath the ground surface and not be recognized until an earthquake occurs, due to the lack of known faults within the City, fault rupture potential is considered minimal. The General Plan Update would support existing emergency preparedness measures established by the City and would not lead to significant fault rupture impacts. No mitigation measures are necessary. This issue will not be dealt with further in the EIR prepared for this project.

b) Seismic ground shaking?

Less Than Significant Impact. One of the predominant effects of an earthquake is ground

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shaking. As discussed in Section 3.3a, above, the City is located in an area containing a number of active regional faults. Regional fault systems that could affect La Palma are shown in Figure 4.

The Southern California Earthquake Center has predicted that Southern California should experience a magnitude 7.0 or greater earthquake about seven times each century. About half of these earthquakes will be on the San Andreas "system" (the San Andreas, San Jacinto, Imperial and Elsinore Faults) and half will be on other faults. The equivalent probability in the next 30 years is 85 percent. The City of La Palma is not located directly adjacent to the San Andreas fault system, but is located in a seismic hazard area that is likely to experience a magnitude 7.0 or greater earthquake approximately one time per century. The following is an overview of the major faults that could impact the City of La Palma.

San Andreas Fault Zone

The San Andreas fault system dominates all the fault systems in the region and has the greatest potential to affect the City of La Palma. It is located approximately 40 miles to the northeast of the City and is the main element of the boundary between the Pacific and North American tectonic plates. This fault extends from east of San Bernardino in southern California to Cape Mendocino in northern California.

Geologists can demonstrate that at least eight major earthquakes (Richter magnitude 7.0 and larger) have occurred along the Southern San Andreas fault in the last 1,200 years with an average spacing in time of 140 years, plus or minus 30 years. The last such event occurred in 1857 (Fort Tejon earthquake). Conservative estimates of the probability of an earthquake happening along this fault zone range from two percent to five percent per year.

Inglewood-Newport Fault Zone

This fault zone extends from the Santa Monica mountains southeast through the western part of Orange County to the offshore area near Newport Beach. This fault was the source of the destructive 1933 Long Beach earthquake (magnitude 6.3). During the past 65 years, numerous other shocks ranging from magnitude 3.0 to 5+ have been recorded along this fault. According to geologists, the fault is considered capable of generating a magnitude 7+ earthquake within the next 50-100 years.

Whittier-Elsinore Fault Zone

The Whittier-Elsinore Fault Zone is located in the northeast part of Orange County and follows a general line east of the Santa Ana mountains into Mexico. Most recorded shocks have ranged from magnitude 4.0 to 5.0. The maximum credible earthquake anticipated from this fault zone is in the range of magnitude 6.6.

Norwalk Fault Zone

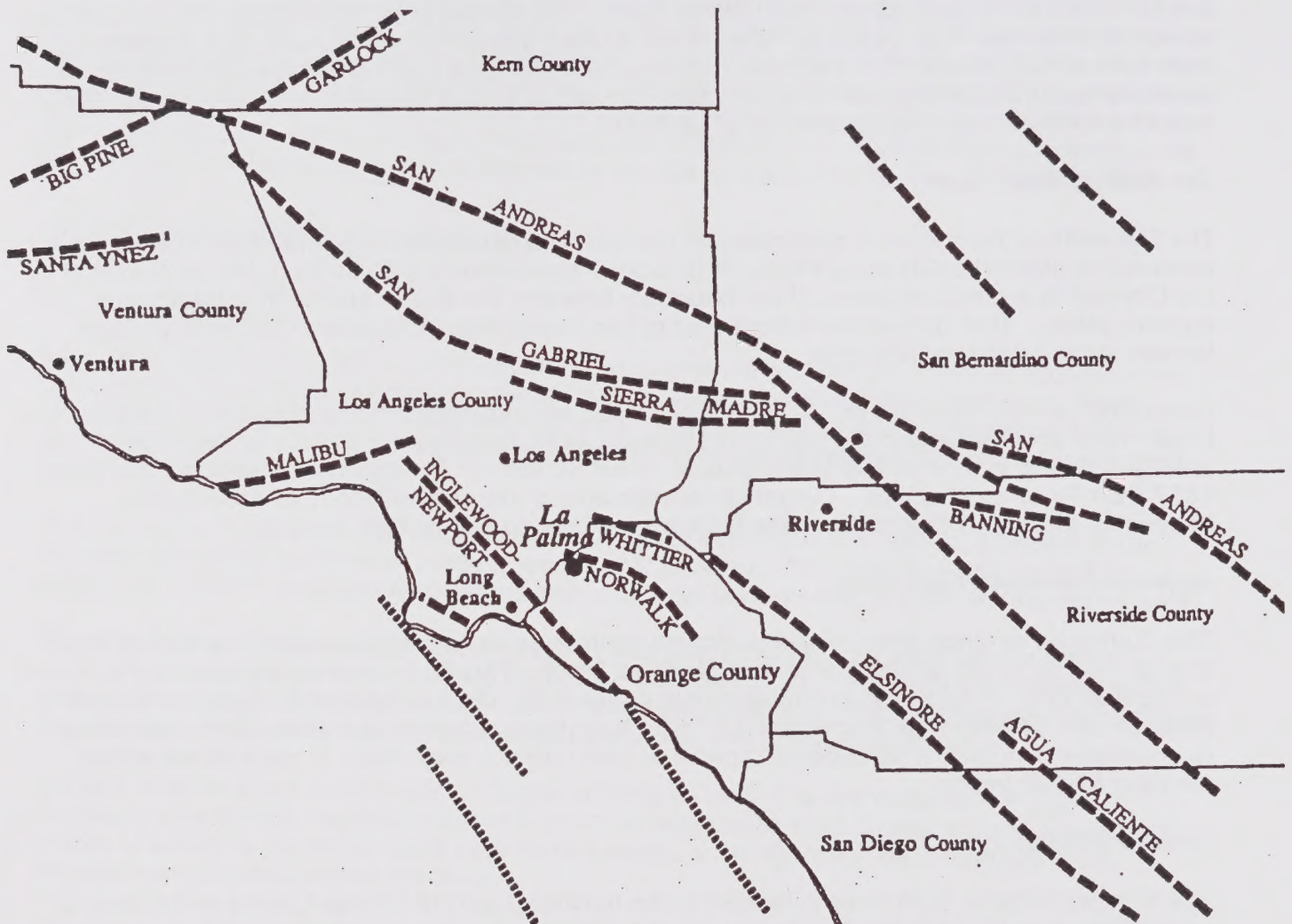
The Norwalk Fault is located in the northern part of Orange County in the Fullerton area and follows a general east-southeast line for approximately eight miles through the Anaheim-Orange area. It is considered seismically active with a history of scattered small earthquakes.

San Jacinto Fault Zone

Although separate, this fault is considered part of the San Andreas fault zone. Located

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Regional Faults



NOT TO SCALE



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approximately 40 miles northeast of La Palma, it is possibly the most active branch of the San Andreas Fault zone and is the source of many significant earthquakes. Based on the proximity of La Palma to numerous active fault systems identified in the region, there is little doubt that the City will experience future earthquakes of various magnitudes, with impacts ranging from minimal to severe. However, the impacts anticipated in La Palma during a severe earthquake would not be significantly greater than in other cities in seismically active southern California. All new buildings constructed in La Palma would be subject to Uniform Building Code standards for this seismic zone. In addition, the update of the General Plan would maintain City policies related to seismic safety and emergency preparedness and would not increase the risk from seismic ground shaking in the City. No significant impacts would be generated by the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

c) Seismic ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction refers to loose, saturated sand or gravel deposits that lose their load supporting capability when subjected to intense ground shaking. The potential for ground failure through liquefaction is partially dependent on the depth of the water table, which can vary considerably from year to year in the La Palma area. The California Department of Conservation Division of Mines and Geology has recently updated existing seismic hazard maps for portions of southern California, including the area covering the City of La Palma. This update indicates that the entire City of La Palma is located in a liquefaction zone, defined as follows: Areas where historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions indicate a potential for permanent ground displacements. Four kinds of ground failure commonly result from liquefaction: lateral spread, ground oscillation, flow failure, and loss of bearing strength.

Lateral Spread

Lateral spread refers to displacement of surficial blocks of sediment as the result of liquefaction in a subsurface layer. Once liquefaction transforms the subsurface layer into a fluid mass, gravity plus inertial forces may cause the mass to move downslope. Lateral spreads most commonly occur on gentle slopes that range between 0.3 and 3 degrees and commonly displace the surface by several meters to tens of meters. Such movement typically damages pipelines, utilities, bridges, and other structures having shallow foundations.

Ground Oscillation

When liquefaction occurs at depth but the slope is too gentle to permit lateral displacement, the soil blocks that are not liquefied may decouple from one another and oscillate on the liquefied zone. Ground oscillation may be accompanied by the opening and closing of fissures and sand boils, potentially damaging structures and underground utilities.

Flow Failure

Flow failure involves liquified soil or blocks of intact material riding on a liquefied subsurface zone. Displacements are commonly tens of meters, but can extend much farther. Flow failure is the most catastrophic mode of ground failure.



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Loss of Bearing Strength

When soil loses strength and liquefies, loss of bearing strength may occur beneath a structure, possibly causing the building to settle and tip. If the structure is buoyant it may also float upward.

Existing City building standards as well as seismic safety, emergency response and preparedness measures would not be significantly altered by the proposed General Plan Update. Adherence to current Uniform Building Code requirements is considered the best available means of reducing liquefaction potential. Individual development projects occurring within the City would continue to be reviewed on a site specific basis with appropriate mitigation provided as required. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

d) Seiche, tsunami, or volcanic hazard?

No Impact. Seiche is a surface wave created when a body of water is shaken; usually by earthquake activity. Seiches are of concern relative to water storage facilities because inundation from a seiche can occur if the wave overflows or ruptures a containment wall, such as the wall of a reservoir, water storage tank, river, dam or other body of water. The most significant water body in the area is Coyote Creek. However, Coyote Creek does not constitute a significant seiche hazard. Moody Creek and Fullerton Creek also run through the City, but are not considered significant seiche hazards. The City of La Palma is subject to potential flooding from several local dams. These include Brea Dam, Carbon Canyon Dam, Prado Dam, and Whittier Narrows Dam.

Seiche has the potential to cause loss of life, damage to property, and other ensuing hazards, as well as the displacement of persons residing in the inundation path. The dams that could impact the City of La Palma have all been improved for seismic safety purposes, and the water levels in these dams are controlled to reduce the threat of dam overflow. Therefore, the risk from seiche is considered less than significant.

The City of La Palma is located approximately eight miles from the Pacific Ocean and tsunami impacts are considered extremely unlikely. No volcanic hazards are known to exist in the vicinity of the City. Based on existing conditions in and around the City of La Palma, no significant seiche, tsunami or volcanic hazards are anticipated. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for the La Palma General Plan Update.

e) Landslides or mudflows?

No Impact. The City of La Palma and adjacent areas are relatively flat and contain no significant slopes or hills. Coyote, Moody and Fullerton Creeks are improved for flood control purposes and do not constitute landslide or mudflow hazards. The proposed General Plan Update would not impact the ability of the City to take appropriate preventative or emergency measures in the event that landslide or mudflow hazards are identified. No significant landslide or mudflow impacts would result from implementation of the proposed General Plan. No mitigation measures are necessary. This issue will not be discussed in the EIR prepared for this project.

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f) Erosion, changes in topography or unstable soil conditions from excavation, grading or fill?

No Impact. The ground surface in the City of La Palma is primarily an outwash plane formed by deposits of sediments from the Santa Ana, San Gabriel, Rio Hondo and Los Angeles rivers as well as Coyote Creek. Soils found within the City consist primarily of Chino Silt Loam, Hanford Sandy Loam, Hanford Loam and Hanford Fine Sandy Loam. Erosion potential varies within the City based on site-specific soil characteristics and topography. The City currently requires construction activities, including excavation, grading and the placement of fill, to comply with the Uniform Building Code (UBC). Implementation of UBC standards is considered the best feasible means of reducing potential erosion impacts related to excavation, grading and fill. The proposed General Plan Update would not alter existing construction permitting requirements or site evaluation procedures established by the City. No significant impacts would result from implementation of the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

g) Subsidence of the land?

No Impact. Subsidence is the process of lowering the elevation of an area of the earth's surface. It can be caused by tectonic forces deep within the earth or by consolidation and densification of sediments sometimes due to withdrawal of fluids such as ground water. Subsidence may result in settling, tilting or uneven land surfaces. The City of La Palma is not located in an area known for significant subsidence activity and the potential for future subsidence activity is considered low. Compliance with the Uniform Building Code (UBC) is considered the best available means of reducing potential impacts related to subsidence. The proposed General Plan Update would not alter existing policies related to construction standards or development review. The proposed General Plan would not generate any significant impacts related to subsidence. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

h) Expansive soils?

No Impact. Soils found within the City consist primarily of Chino Silt Loam, Hanford Sandy Loam, Hanford Loam and Hanford Fine Sandy Loam. While the City as a whole is not at significant risk from expansive soils, some isolated pockets of expansive soils may exist throughout the City. The City currently requires construction activities, including excavation, grading and soil placement and removal, to comply with the Uniform Building Code (UBC). Implementation of UBC standards is considered the best feasible means of reducing potential impacts from expansive soils. The proposed General Plan Update would not alter City requirements related to Planning Department review, construction permitting or compliance with UBC standards. No significant impacts would result from implementation of the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

i) Unique geologic or physical features?

Less Than Significant Impact. The California State University, Long Beach, Department of Civil Engineering has prepared a report for the California Division of Mines & Geology on residential foundation deterioration problems in Cypress, Lakewood and La Palma. A detailed analysis was performed in order to determine the chemical, petrographical and mineralogical characteristics of the soil, water efflorescence and concrete cores. The analysis indicates that the primary cause for the foundation deterioration is salt weathering, a term used to describe the physical



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process where pressure develops in the voids of porous concrete during salt crystallization. The salt-laden moisture is drawn up initially by capillary action from the shallow groundwater to the surface and later by osmotic action as the salt concentration increases underneath and within the pores of the slab. The predominant salt found was sodium sulfate.

The salt weathering mechanism is primarily physical in that it disrupts the concrete rather than breaking it down chemically. However, because of the abundance of sulfate, there is also some evidence for chemical attack. Existence of expansive soils, soil settlement, and inadequate construction practices have exacerbated the problem and accelerated the deterioration process. In some cases the soil underlying the slab may heave as the salts accumulate within the voids of the soil. This process is known as salt heave and can uplift and crack a slab, further accelerating the deterioration.

Current repair methods range from cosmetic to extensive and can cost up to tens of thousands of dollars. The most effective method is the complete removal of the affected slab, installation of a moisture barrier and replacement of the slab with reinforced sulfate resistant concrete. However, this method is also the most costly. The actual methods chosen should be based on site specific information.

Development supported by the proposed General Plan update would be required to undertake adequate measures to protect building foundations from salt weathering deterioration. The City would also support information and education programs to assist affected home owners within the City in evaluating this problem and implementing appropriate solutions.

No other unique geologic or physical features exist in the City of La Palma or would be impacted by the proposed General Plan Update. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

3.4 Water

a) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?

Less Than Significant Impact. The City of La Palma is almost entirely built out. Implementation of the proposed General Plan Update would lead to the development of buildings on a few acres of land at the most. Based on the limited amount of vacant land currently available within the City, future development would be limited. Complete build out of the City would lead to only a slight increase in impermeable surfaces at a few isolated locations. Due to the limited amount of development supported by the General Plan Update, the increase in surface drainage associated with the build out of the City would be less than significant. Any water related development impacts associated with General Plan implementation could be mitigated on a site-specific basis with no significant impacts to the City as a whole. Potential impacts to storm drains resulting from increases in surface runoff will be considered in Section 3.12(e). The proposed General Plan would not significantly alter drainage patterns within the City or lead to a significant increase in the rate or amount of surface runoff. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

b) Exposure of people or property to water related hazards such as flooding?

Less Than Significant Impact. The City of La Palma is subject to potential flooding from several local dams. These include Brea Dam, Carbon Canyon Dam, Prado Dam, and Whittier Narrows Dam. Dam failures can result from a number of natural or manmade causes such as

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earthquakes, rapidly rising flood waters and structural design flaws.

There are three general types of dams: earth and rockfill, concrete arch or hydraulic fill and concrete gravity. Each of these types of dams has different failure characteristics. The earth-rockfill dam will fail gradually due to erosion of the breach; a flood wave will build gradually to a peak and then decline until the reservoir is empty. A concrete arch or hydraulic fill dam will fail almost instantaneously producing a very rapid build-up to a peak and then a gradual decline. A concrete gravity dam will fail somewhere in between instantaneous and gradual, with corresponding build-up of flood wave.

Carbon Canyon Dam

Carbon Canyon Dam is located three quarters of a mile south of Carbon Canyon Road (Route 142) and one-eighth mile northeast of Rose Drive in the City of Brea. Construction of the dam was completed in 1961. Carbon Canyon Dam is an "earth-filled" dam, 2,600 feet in length and 99 feet in height, designed to hold 12,000 acre feet of water with spillways approximately 125 feet in width. The dam was constructed by Obrey Construction Company and is owned and operated by the US Army Corps of Engineers. There is no dam tender at this location.

Should a breach of the Carbon Canyon Dam occur, the water released would flow in a southerly direction. The inundation area in La Palma appears to focus on a small area north of SR 91 in the area of Fullerton Creek Channel. This area is composed of industrial, commercial and retail with a 160 room hotel complex. During working hours the population is estimated to be approximately 1,000 people.

Prado Dam

Prado Dam is located approximately four and one half miles west of the City of Corona and eight miles east of Imperial Highway in Anaheim adjacent to the SR 91 and the junction of SR 71. Construction of the dam was completed in 1941. Prado Dam is an "earth-filled" dam, 2,300 feet in length and 106 feet in height, designed to hold 300,000 acre feet of water with a 1,000-foot spillway. The dam was constructed by Grafe Calahan Construction Company and is owned and operated by the US Army Corps of Engineers. There is a dam tender for this dam.

Should a breach of the Prado Dam occur, the water released would flow in a southwesterly direction through Santa Ana Canyon. All of the City of La Palma is in the inundation area.

Whittier Narrows Dam

Whittier Narrows Dam is located on the San Gabriel and Rio Hondo Rivers, three miles south of the City of El Monte and three miles northwest of the City of Whittier. Whittier Narrows Dam is an "earth-filled" dam, 16,960 feet long, 56 feet high and it is designed to hold 36,160 acre feet of water. The dam is operated by the US Army Corps of Engineers and no dam tender is present.

Should a breach of the Whittier Narrows Dam occur, the water released would flow in a southwesterly direction. The inundation area in La Palma is basically the southeast corner to Coyote Creek of Moody Street and Orangethorpe Avenue. This area is commercial and during working hours would affect approximately 200 people.



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Brea Dam

Brea Dam is located approximately three-quarters of a mile south of Bastanchury Road and adjacent to the east side of Harbor Boulevard in the City of Fullerton. Construction of this dam was completed in 1942. Brea Dam is an "earth-filled" dam 1,765 feet in length and 87 feet in height, designed to hold 5,750 acre feet of water with spillways approximately 150 feet in width. The dam was constructed by Winston Brothers Construction Company and is owned and operated by the US Army Corps of Engineers. There is no dam tender at this location.

Should a breach of the Brea Dam occur, the water released would flow in a southerly direction. The inundation area in La Palma appears to focus on a small area north of SR 91 in the area of Fullerton Creek Channel. This area is composed of industrial, commercial and retail with a 160 room hotel complex. During working hours the population would be approximately 1,000 people.

Dam failure has the potential to cause loss of life, damage to property, and other ensuing hazards, as well as the displacement of persons residing in the inundation path. Warning ability is generally determined by the frequency of inspections for structural integrity, the flood wave arrival time (the time it takes for the flood wave to reach its maximum distance of inundation) and the ability to notify people downstream and their ability to evacuate.

The dams that could impact the City of La Palma have all been improved for seismic safety purposes, and so the risk of dam failure is considered less than significant. In addition, the City has prepared specific contingency plans in response to a potential dam failure. No further measures are necessary to reduce potential impacts associated with flooding caused by dam failure.

The City could also be subject to flooding caused heavy rainfall. Three drainage channels run through the City of La Palma: Coyote Creek; Moody Creek and Fullerton Creek. However, no portion of the City of La Palma is located in a floodplain, and the drainage channels that run through the City are improved for flood control purposes. Therefore, these drainage channels do not pose a significant flood threat to the City.

Implementation of the proposed General Plan Update would not significantly alter any existing policies related to flooding or water related hazards. No significant impacts would result from the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

c) Discharge into surface waters or other alteration of surface water quality (e.g., temperature, dissolved oxygen or turbidity)?

No Impact. The City of La Palma is mostly built out and the proposed General Plan Update would not significantly alter existing drainage patterns or surface water flows and would not lead to significant discharges into any surface water bodies. The development of some vacant lots within the City may lead to minor changes to the drainage system in the vicinity of project development. However, the City's overall drainage system would not be significantly altered by the proposed General Plan. The water related impacts of individual development projects would be considered by the City Planning and Engineering Departments on a site specific basis. Individual development projects would be required to comply with applicable State and federal water quality requirements.

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As part of Section 402 of the Clean Water Act, the U.S. Environmental Protection Agency has established regulations under the National Pollution Discharge Elimination System (NPDES) program to control direct storm water discharges. In California, the State Water Quality Control Board(WQCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, including construction activities. All applicable development projects within the City would be subject to NPDES requirements.

Existing City policies regarding storm water channels and discharges of wastes would not be significantly altered by the proposed General Plan and would continue to support NPDES requirements. No significant impacts to surface water would result from the General Plan Update. No mitigation measures are necessary. This issue will not be discussed further in the EIR prepared for this project.

d) Changes in the amount of surface water in any water body?

Less Than Significant Impact. The City of La Palma is almost entirely built out and no major changes to surface water bodies or existing drainage systems are proposed. Implementation of the proposed General Plan would lead to the development of a few vacant lots in the City. Since development of vacant lots would lead to an increase in impermeable surfaces and a corresponding increase in surface water runoff, General Plan build out could lead to a very slight increase in storm water runoff into surrounding creeks, which eventually flow to the Pacific Ocean. However, since only a few vacant lots remain in the City, any increase in surface water runoff generated by development would be minimal and would not significantly impact local creeks or any other surface water bodies. No policies related to drainage systems or surface water would be significantly altered by General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

e) Changes in currents, or the course or direction of water movements?

No Impact. Implementation of the proposed General Plan would not alter the currents, course or direction of Coyote Creek, Moody Creek, or Fullerton Creek, or alter any other water bodies. No significant impacts would result from the proposed General Plan. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

f) Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations or through substantial loss of groundwater recharge capability?

Less Than Significant Impact. The City of La Palma is located in the Los Angeles-Orange County Coastal Plain Basin, which is a structural basin formed by folding of the consolidated sedimentary, igneous, and metamorphic rocks that underlie the basin at great depths. The coastal plain aquifer system is made up of as many as 11 locally named aquifers. Each consists of a distinct layer of water-yielding sand and gravel usually separated from other sand and gravel beds by clay and silt confining units. In many places, however, either the water-yielding sediments are in direct hydraulic contact or the intervening confining units contain sufficient sand and gravel to allow water to pass between adjacent aquifers. The City of La Palma is located on the Orange County Coastal Plain Ground Water Basin and lies directly adjacent to the Los Angeles Coastal Plain Ground Water Basin. The Orange County Coastal Plain Basin is 360 square-miles in size, is drained primarily by the Santa Ana River and consists of younger alluvium. The Los Angeles Coastal Plain Ground Water Basin, which is 500 square miles in size,



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also consists of younger alluvium and is drained by the Los Angeles and San Gabriel Rivers.

Before development in the region, ground water flowed generally toward the Pacific Ocean. Natural recharge, which is virtually all from precipitation, entered the aquifer system at the basin margins as runoff from the mountains, losses along stream channels, subsurface flow from adjacent basins to the north and precipitation that fell directly on the basin floor. However, ground water flow directions have been altered by withdrawals. Rapid urban development resulted in severe declines in water levels that began in the early 1900's. By the 1950's, water levels had declined below sea level throughout the region. Today the hydraulic gradient is primarily from recharge areas toward withdrawal centers, rather than toward the ocean. Development has also decreased the potential for direct recharge to the aquifer system and thus increased the potential for saltwater intrusion.

The critical need for a solution to the seawater encroachment problem has brought about coordinated management of the water in the south coast aquifer system. Ground water has been augmented by large amounts of surface water imported from the Colorado River, the Owens Valley, and northern California. Artificial recharge, replaces some of the water lost from storage and partially compensates for the loss of recharge potential that results from urbanization.

The Orange County Water District operates a conjunctive use program, whereby it purchases imported surface water from the Metropolitan Water District of Southern California (MWDSC) for groundwater recharge, manages runoff and recycled water in the Santa Ana River, manages extraction from the basin and operates a sea water intrusion barrier. The District also levies a pump charge on water wells that extract a certain amount of ground water.

Since the City of La Palma is almost entirely built out, future development has limited potential to increase water consumption or lead to a significant increase in groundwater withdrawal. As discussed in Section 3.2(b), above, the buildout of the City is expected to be reached with the addition of approximately 791 new dwelling units (including multiple family dwelling units). The limited potential for new development within the City means that any increase in water usage (and thus ground water usage) within the City is expected to be minimal. Any reduction of groundwater recharge capability caused by future development within the City would also be limited since most of the expected development in the City would take place on a few isolated lots.

No cuts or excavations that would lead to a substantial change in groundwater recharge capability are proposed by the General Plan. Individual development projects would be analyzed for groundwater related impacts, with mitigation required by the City as appropriate. No significant groundwater impacts would be generated by the proposed General Plan. No mitigation measures are necessary. This issue will not be discussed further in the EIR prepared for this project.

g) Altered direction or rate of flow of groundwater?

No Impact. The proposed General Plan Update would not involve cuts in or alteration of any groundwater bodies and would not alter the direction or rate of flow of any groundwater. No significant impacts would result from the proposed project. No mitigation measures are necessary. This issue will not be discussed further in the EIR prepared for this project.

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h) Impacts to groundwater quality?

No Impact. The quality of water in the South Coast Ground Water Basin is generally suitable for most uses. Dissolved solids concentrations in the water are generally less than 500 milligrams per liter and concentrations of chloride do not exceed drinking water standards recommended by the U.S. Environmental Protection Agency. Water imported from the Owens Valley and the Colorado River for recharge has larger concentrations of dissolved solids, chloride and sulfate than naturally occurring ground water, but the quality of the mixed native ground water and imported water is within State and Federal standards for drinking water.

Ground water quality can be impacted by contamination from underground storage tanks, wells and the dumping of hazardous substances. The proposed General Plan Update would not lead to the discharge of any hazardous or potentially hazardous substances into local groundwater bodies or in any way alter the quality of any groundwater. Existing City policies related to groundwater would not be altered by the General Plan Update. Individual development projects within the City with the potential to impact ground water quality would be considered and mitigated, as necessary, on a site specific basis. No significant impacts would result from the proposed General Plan Update. No mitigation measures are necessary. This issue will not be discussed further in the EIR prepared for this project.

3.5 Air Quality

a) Violate any air quality or contribute to an existing or projected air quality violation?

Less Than Significant Impact. The evaluation of air quality impacts is determined on the type and extent of air quality emissions associated with the land use changes in the General Plan. The community is primarily built-out, with the exception of a few parcels. Two of these parcels would be developed with a proposed senior housing development. Some other small-scale development and redevelopment activity is anticipated but would be evaluated on a project specific basis. Emissions associated with the proposed General Plan Update are not anticipated to contribute to air quality violations.

Air Quality Setting

The project site is located within the South Coast Air Basin (Basin), which includes the non-desert portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. Air quality conditions in the Basin are under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).

Air Quality Standards

Air quality is determined primarily by the type and amount of contaminants emitted into the atmosphere, the size and topography of the Basin, and its meteorological conditions. The Basin has low mixing heights and light winds which are conducive to the accumulation of air pollutants.

Air quality is measured by comparing contaminant levels in ambient air samples to national and state standards. These standards are set by the U.S. Environmental Protection Agency (EPA) and the California Air Resources Board (ARB) at levels to protect public health and welfare with an adequate margin of safety. National ambient air quality standards were first authorized by the



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federal Clean Air Act of 1970. California ambient air quality standards were authorized by the state legislature in 1967. The California Ambient Air Quality Standards (CAAQS) describe adverse conditions; that is, pollution levels must be below these standards before a Basin can attain the standard. National Ambient Air Quality Standards (NAAQS) describe acceptable conditions. Air quality is considered in "attainment" if pollutant levels are below or equal to the standards continuously and exceed them no more than once each year. California standards generally are more stringent than the national standards.

Air quality standards specify the upper limits of concentrations and durations in the ambient air consistent with the management goal of preventing specific harmful effects. There are national and state standards for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), PM₁₀ (airborne particulates with an aerodynamic diameter less than 10 microns), sulfur dioxide, and lead. These are termed "criteria" pollutants. The SCAQMD also measures for compliance with two other state standards: sulfate and visibility. In addition, California has set standards for hydrogen sulfide and vinyl chloride, but these are not measured at any SCAQMD monitoring stations because they are not considered to be a problem in the Basin. Federal and state air quality standards are illustrated in Table 2.

Table 2
Ambient Air Quality Standards

Air Pollutant	California	Federal	
	Concentration	Primary (>)	Secondary (>)
Ozone	0.09 ppm, 1-hr. avg. >	0.12 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide	9 ppm, 8-hr. avg. > ^a 20 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. ^b 35 ppm, 1-hr. avg. >	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg. >
Nitrogen Dioxide	0.25 ppm, 1-hr. avg. > ^c	0.053 ppm, annual avg. ^d	0.053 ppm, annual avg. ^e
Sulfur Dioxide	0.05 ppm, 24-hr. avg. >= with ozone >= 0.10 ppm, 1-hr. avg. or TSP >= 100 ug/m ³ , 24-hr. avg. 0.25 ppm, 1-hr. avg. > ^e	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.	0.50 ppm, 3-hr. avg.
Suspended Particulate Matter (PM ₁₀)	30 ug/m ³ , annual geometric mean > 50 ug/m ³ , 24-hr. avg. > ^f	50 ug/m ³ , annual ^g arithmetic mean 150 ug/m ³ , 24-hr. avg.	50 ug/m ³ , annual ^g arithmetic mean 150 ug/m ³ , 24-hr. avg.
Sulfates	25 ug/m ³ , 24-hr. avg. >=		
Lead	1.5 ug/m ³ , 30-day avg. >=	1.5 ug/m ³ , calendar quarter	1.5 ug/m ³ , calendar quarter
Hydrogen Sulfide	0.03 ppm, 1-hr. avg. >=		
Vinyl Chloride	0.010 ppm, 24-hr. avg. >=		
Visibility Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70%, 8-hr. avg. (9am-5pm) ^h		

Effective December 15, 1982. The standards were previously 10 ppm, 12-hour average and 40 ppm, 1-hour average.

Effective September 13, 1985, standard changed from > 10 mg/m³ (>= 9.3 ppm) to > 9ppm (>= 9.5 ppm).

Effective March 9, 1987, standard changed from >= .25 ppm to > .25 ppm.

Effective July 1, 1985, standard changed from > 100 ug/m³ (> .0532 ppm) to > .053ppm (> .0534 ppm).

Effective October 5, 1984. The standard was previously .5 ppm, 1-hour average.

Effective August 19, 1983. The standards were previously 60 ug/m³ TSP, annual geometric mean, and 100 ug/m³ TSP, 24-hour average.

Effective July 1, 1987. The standards were previously: Primary- Annual geometric mean TSP > 75 ug/m³, and a 24-hour average TSP > 260 ug/m³. Secondary- Annual geometric mean TSP > 60 ug/m³, and a 24-hour average TSP > 150 ug/m³.

Effective October 18, 1989. The standard was previously "In sufficient amount to reduce the prevailing visibility to less than 10 miles at relative humidity less than 70%, 1 observation", and was based on human observation rather than instrumental measurement.

Source: South Coast Air Quality Management District, April 1991.

3. Environmental Analysis

Table 3
Ambient Air Quality
Central Orange County Air Monitoring Station

Year	CARBON MONOXIDE				OZONE		NITROGEN DIOXIDE	
	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 8-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded	Maximum 1-Hour Conc. (PPM)	Number of Days Exceeded
State Standards	> 20 ppm/1-Hour		≥9.1 ppm/8-Hour		> .09 ppm/1-Hour		> .25 ppm/1-Hour	
1997	8	0	5.8	0	.10	1	.13	0
1996	9	0	7.5	0	.13	9	.15	0
1995	10	0	8.0	0	.13	19	.18	0
MAXIMUM	10		8.0		.13		.18	
Federal Standards	> 35 ppm/1-Hour		≥9.5 ppm/8-Hour		> .12 ppm/1-Hour		No Federal Standard	
1997	8	0	5.8	0	.10	0	NA	NA
1996	9	0	7.5	0	.13	1	NA	NA
1995	10	0	8.0	0	.13	2	NA	NA
MAXIMUM	10		8.0		.13		NA	
Year	SUSPENDED PARTICULATES		LEAD		SULFATE			
	Maximum Conc. (ug/m3/24-hour)	No. (%) Samples Exceeding Standard	Maximum Quarter/ Month Conc. (ug/m³)	Quarters/Month s Exceeded	Maximum 24-Hour Conc. (ug/m³)	Number (%) of Samples Exceeded		
State Standards	≥ 50 ug/m3/24-hour		≥ 1.5 ug/m³/Monthly Avg.		≥ 25 ug/m³/24-Hour			
1997	91	11 (18.3)	NM	NM	NM	NM		
1996	101	6 (10.0)	NM	NM	NM	NM		
1995	172	14 (23.3)	.04	0	12.8	0		
MAXIMUM	172		.04		12.8			
Federal Standards	> 150 ug/m3/24-hour		> 1.5 ug/m³/Quarterly Avg.		No Federal Standard			
1997	91	0	NM	NM	NA	NA		
1996	101	0	NM	NM	NA	NA		
1995	172	1(1.7)	.04	0	NA	NA		
MAXIMUM	172		.04		NA			

NM = Not Monitored
NA = Not Applicable

Local Air Quality

Baseline air quality in the project area can be inferred from ambient air quality measurements conducted by the SCAQMD at its East San Fernando Valley (Burbank) monitoring station located



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in Source/Receptor Area #17, which is the closest representative monitoring station to the site. The Central Orange County air monitoring station monitors CO, O₃, NO_x, lead, sulfate, and PM₁₀. The station stopped monitoring lead and sulfate in 1995. Air quality trends developed at the Central Orange County air quality monitoring station between 1995 and 1997 are presented in Table 3. As shown, state and/or federal standards in the areas adjacent to the station were exceeded for O₃, and PM₁₀. No exceedance of state or federal standards was recorded for CO, NO_x, lead, sulfate, and sulfur dioxide at the Central Orange County monitoring station.

Short-Term Construction-Related Impacts

Air pollutant emissions associated with new development would occur over the short-term for site preparation and construction activities. Major sources of emissions associated with construction activities include exhaust emissions from construction vehicles and equipment and fugitive dust generated as a result of construction vehicles and equipment traveling over exposed surfaces, as well as soil disturbances by excavation and backfilling. Exhaust emissions during the construction activities envisioned on-site would vary daily as construction activity levels change.

Fugitive dust emissions would be generated by short-term project related activities associated with site preparation. Dust generated during construction activities would vary substantially depending on the level of activity, the specific operations, and weather conditions. Nearby sensitive receptors and workers may be exposed to blowing dust, depending upon prevailing wind conditions.

The potential for construction activities to result in a significant air quality impact can be determined with the guidance provided by the threshold levels of significance developed by the SCAQMD and outlined in the CEQA Air Quality Handbook, 1993. The CEQA Handbook suggests that projects exceeding 177 acres have the potential to result in a significant air quality impact as result of grading activities. The significance of construction activities is related to the size of the development. Potentially significant projects are those exceeding 559,000 square feet for commercial uses and over 1.3 million square feet for residential. Potential impacts of individual developments will be evaluated on a project-by-project basis.

Long-Term Air Operation-Related Impacts

Long-term air quality impacts are those associated with the change in permanent usage of the project site. Two types of air pollutant sources must be considered with respect to the proposed project: stationary sources and mobile sources.

Stationary sources include emissions from on-site activities and natural gas combustion for heating requirements, as well as emissions at the power plant associated with the electrical requirements of the project. Stationary source emissions are not considered to contribute a significant portion of project-related emissions, therefore are not included in the inventory. The majority of project-related emissions are associated with mobile source activities.

Development associated with the General Plan Update would be limited to two undeveloped parcels totaling 1.9 acres. The parcels are proposed to be re-zoned from commercial to residential. Based on the size of the site, mobile and stationary source emissions generated by long-term activities associated with the site are not anticipated to result in a significant air quality impact. Other specific development projects are not proposed as part of the General Plan Update. Given the limited availability of land within the City, future development projects are not anticipated to generate significant air quality impacts. However, future development

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proposals would be evaluated on a project-by-project basis. No mitigation measures are necessary.

b) Expose sensitive receptors to pollutants?

Less Than Significant Impact. Children, the elderly and other sensitive groups of people are considered sensitive receptors for the purposes of air pollution control and monitoring requirements. The major source of project-related pollution affecting sensitive receptors would be carbon monoxide (CO) generated by increases in automobile traffic. Background concentrations within the project vicinity are below the state and federal 1-hour and 8-hour standards. Based on implementation of stricter air quality regulations, CO concentrations are projected to be lower in the future. In areas exceeding the air quality standards, a project contribution of 1.0 ppm (1-hour) and 0.45 ppm (8-hour) is considered to result in a significant impact. Due to the low level of trips generated by the General Plan Update, CO concentrations are anticipated to be well below the thresholds and therefore would not result in a significant impact. No mitigation measures are necessary.

c) Alter air movement, moisture, or temperature, or cause any change in climate?

No Impact. The proposed project is not anticipated to have a significant impact on air movement, moisture, temperature, or cause any change in climate. No mitigation measures are necessary.

d) Create objectionable odors?

No Impact. The proposed General Plan Update would not create or cause to create objectionable odors. Therefore, no significant odor impacts are anticipated from project implementation. No mitigation measures are necessary.

3.6 Transportation/Circulation

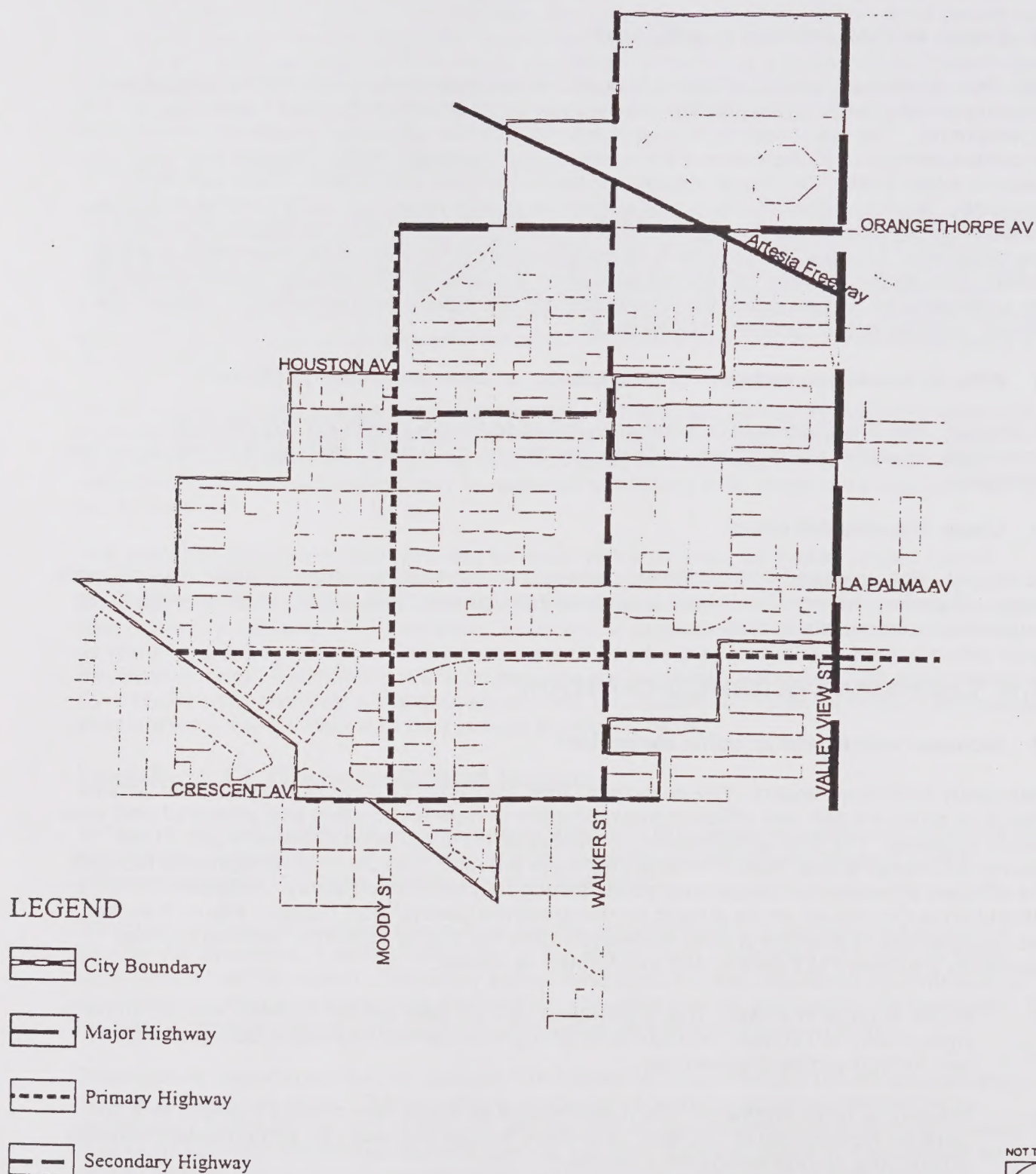
a) Increased vehicle trips or traffic congestion?

Potentially Significant Impact. The purpose of the Circulation Element of the proposed General Plan is to provide a safe and efficient transportation system for existing and proposed land uses within La Palma. The arterial highways component of the Circulation Element is part of the County of Orange Master Plan of Arterial Highways (MPAH). This plan was designed to facilitate the efficient movement of people and goods throughout the entire County. Adoption of the MPAH by the City would not be altered by the proposed General Plan Update. Figure 5 shows the designations of existing arterial highways within the City of La Palma. Arterial highway standards are shown in Figure 6, and are defined as follows:

- **Major Arterial Highway:** This is designed as a six lane divided highway with an ultimate right-of-way of 120 feet. A major arterial highway can accommodate between 45,000 and 54,000 vehicle trips per day.
- **Primary Arterial Highway:** This is designated as a four lane divided highway with an ultimate right-of-way of 100 feet. A primary arterial highway can accommodate between 30,000 and 36,000 vehicle trips per day.

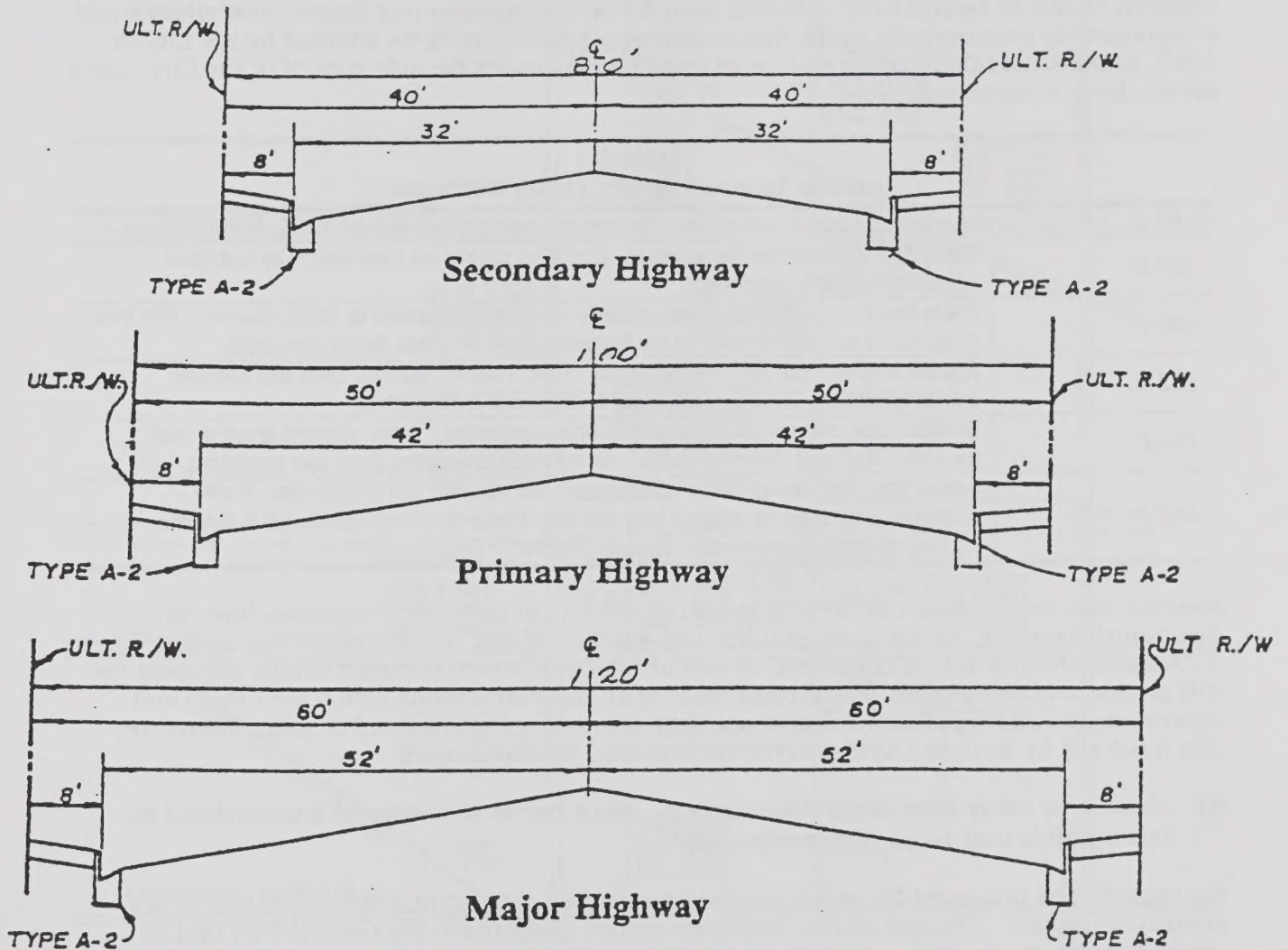
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Arterial Highway Designations



3. Environmental Analysis

Arterial Highway Standards





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- **Secondary Arterial Highway:** This is designed as a four lane undivided (no median) highway with an ultimate right-of-way of 100 feet. A secondary arterial highway can accommodate between 20,000 and 24,000 vehicle trips per day.

Truck routes within the City are confined to Orangethorpe Avenue and Valley View Street.

Trucks are not permitted on any other streets except for delivery purposes.

Roadway Levels of Service (LOS) are rated from A-F with A representing optimum conditions and F representing unacceptable traffic flow conditions. Resolution 92-64 adopted by the City in 1992, established LOS D as a target for all intersections under the sole control of the City. Each service level is described below:

Table 4
Roadway Levels of Service (LOS) Definitions

LOS A:	Free flow and low traffic volumes. Drivers can maintain their desired speeds with no delays.
LOS B:	Stable flow and relatively low volumes. Operating speeds are beginning to be restricted somewhat by traffic conditions.
LOS C:	Stable flow but speeds and maneuverability are closely controlled by traffic volumes. This level of service is normally considered the highest suitable for urban design standards.
LOS D:	Approaching unstable flow with increasing traffic volumes, tolerable delay and tolerable operating speeds. The driver's freedom to maneuver is diminishing.
LOS E:	Unstable flow, low operating speeds and often congestion. Traffic volumes are at or near capacity. This level of service should only be acceptable during peak hour conditions.
LOS F:	Forced flow, stop-and-go traffic. Both speeds and volumes can drop to zero. Traffic stoppages may occur for short or long periods. These conditions often result in vehicles backing up from one intersection through another.

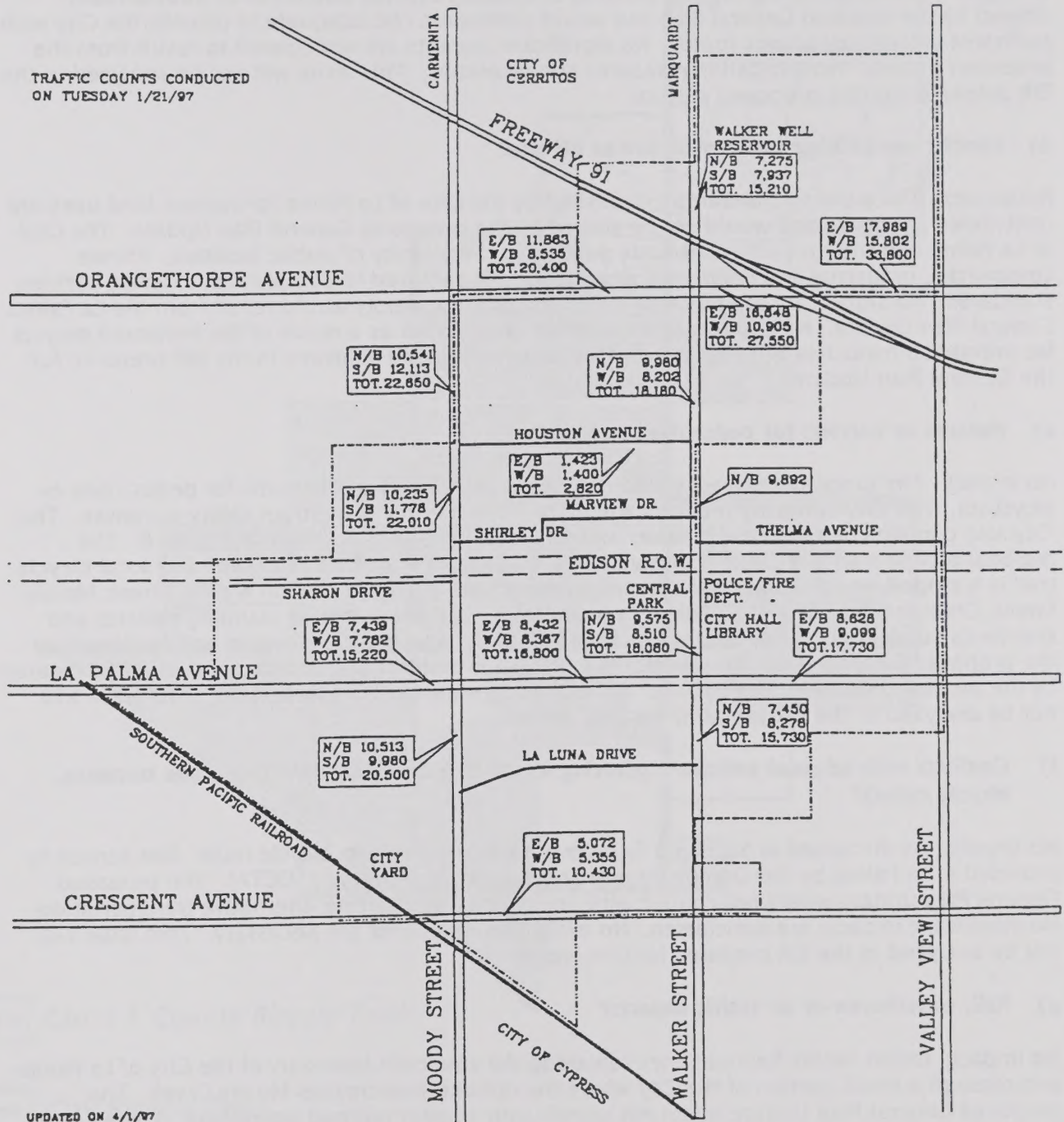
Average daily traffic counts on arterial streets in the City of La Palma are broken down by directional travel (i.e. northbound, southbound, eastbound and westbound) and shown in Figure 7. A traffic analysis will be conducted as part of the Environmental Impact Report prepared for this project and will analyze intersection capacity at key intersections within the City to and determine whether significant impacts would be created by the proposed project. Therefore, this issue will be analyzed further in the EIR prepared for this project.

b) Hazards to safety from design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed General Plan would not involve significant alteration of La Palma's circulation system. Changes to the circulation system proposed in the General Plan Update would include improvements such as median remodeling, left turn pocket widening, traffic signal additions or alterations, and widening of the bridge on Walker Street. Other changes proposed in the Circulation Element would include the enhancement of the existing streetscape on the following arterials in the City: La Palma Avenue, Orangethorpe Avenue, Moody Street, Walker Street and Valley View Street. Streetscape improvements would involve landscaping, signage, and selective wall improvements. No hazards to safety from design features would be generated by the goals or policies established by the General Plan Update. Individual development projects would continue to be reviewed by the City to ensure that no safety hazards are created. No significant impacts are anticipated as a result of the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

3. Environmental Analysis

City of La Palma Traffic Counts



NOT TO SCALE





City of La Palma General Plan

c) Inadequate emergency access or access to nearby uses?

No Impact. The proposed General Plan would not alter existing emergency access routes or emergency access procedures. The existing circulation system would not be substantially altered by the updated General Plan and would continue to be adequate to provide the City with sufficient emergency access routes. No significant impacts are anticipated to result from the proposed project. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this proposed project.

d) Insufficient parking capacity on-site or off-site?

No Impact. The parking standards established by the City of La Palma for various land uses are considered adequate and would not be altered by the proposed General Plan Update. The City of La Palma currently provides adequate parking in the vicinity of public facilities. Private commercial, industrial and residential development is required to comply with existing parking standards. No significant alteration of the City's parking supply would result from the La Palma General Plan Update. No significant impacts are anticipated as a result of the proposed project. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for the General Plan Update.

e) Hazards or barriers for pedestrians or bicyclists?

No Impact. The proposed project would not create any significant hazards for pedestrians or bicyclists. The City currently provides adequate sidewalks for pedestrian safety purposes. The City also contains one regional bikeway and one local bikeway, as shown in Figure 8. The regional bicycle trail is a Class I County Bicycle trail adjacent to Coyote Creek. The local bicycle trail is a striped on-road lane that extends five feet from the curb face on Walker Street, Moody Street, Crescent Avenue and La Palma Avenue. Existing transportation planning policies and standards supporting safety and access for pedestrians and bicyclists would not be altered by the proposed General Plan. No significant hazards for pedestrians or bicyclists would be created by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

f) Conflicts with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

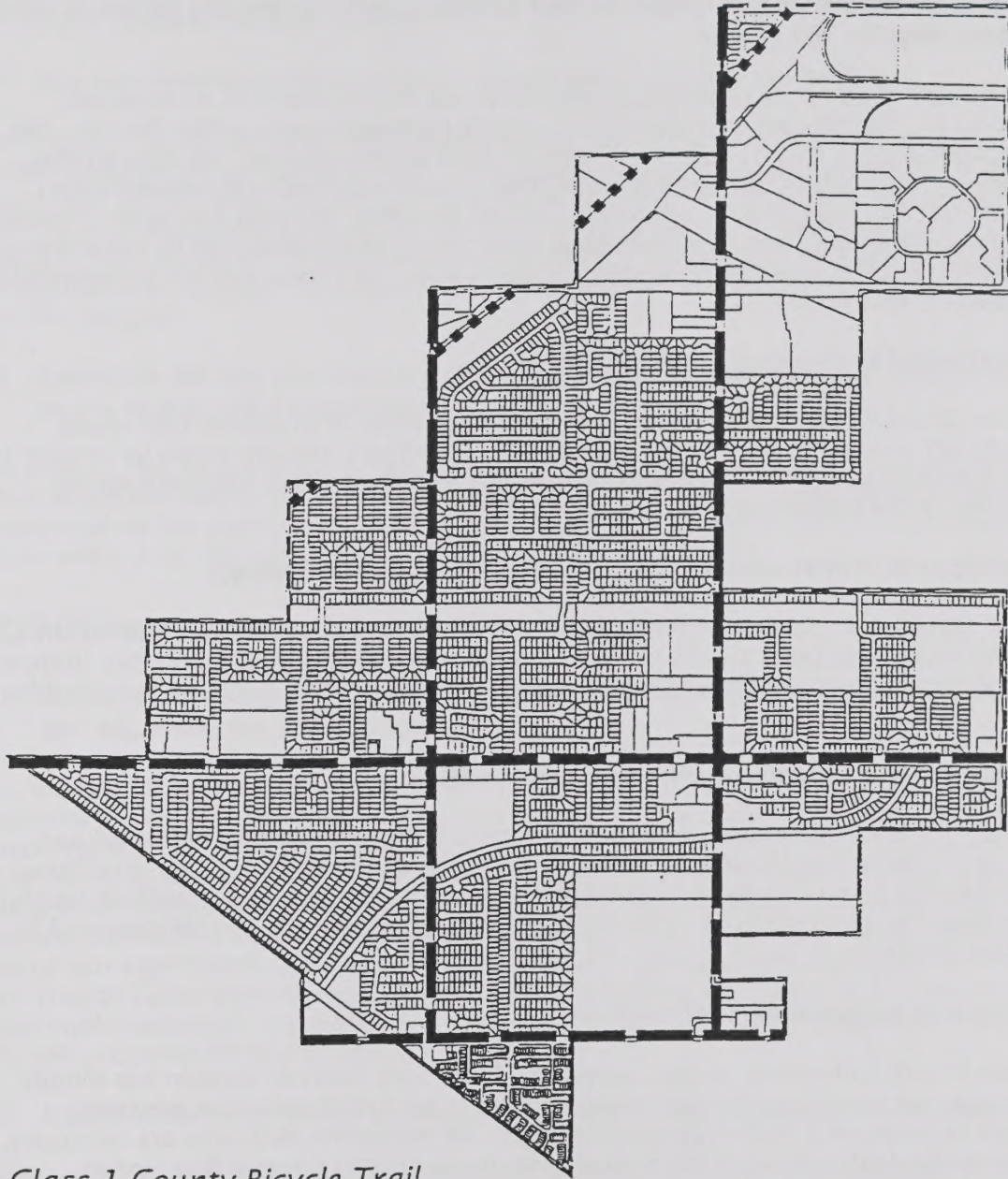
No Impact. As discussed in Section 3.6e, above, La Palma has two bicycle trails. Bus service is provided in La Palma by the Orange County Transportation Authority (OCTA). The proposed General Plan Update would not conflict with any policies supporting alternative transportation. No significant impacts are anticipated. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

g) Rail, waterborne or air traffic impacts?

No Impact. Union Pacific Railroad lines run along the southern boundary of the City of La Palma and through a small portion of the City where the railroad line crosses Moody Creek. The proposed General Plan Update would not significantly impact railroad operations. There are no private, commercial or military airports in La Palma. The City is not located in the crash zone of any airports located in surrounding communities. No waterborne transportation routes exist within the City of La Palma. No significant impacts would be generated by the proposed General Plan Update. This issue will not be analyzed in the EIR prepared for this project.

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Bicycle Trails



Class 1 County Bicycle Trail

City Bicycle Trail

NOT TO SCALE





City of La Palma General Plan

3.7 Biological Resources

a) Endangered, threatened or rare species or their habitats (including but not limited to plants, fish, insects, animals, and birds)?

No Impact. The City of La Palma is almost entirely built out with residential, commercial, industrial and public facility uses. No significant wildlife habitat remains within the City. No endangered, threatened or rare species are known to exist within the City. Existing animal species located within the City consist of species that are well adapted to developed urban areas. Existing plant species located within the City are primarily common non-native species utilized for landscaping purposes. No significant impacts would be generated by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed by the EIR prepared for this project.

b) Locally designated species (e.g., heritage trees)?

No Impact. The General Plan Update would not generate policies or programs that would significantly impact any locally designated species. No significant impacts would be created by the proposed General Plan. No mitigation measures are necessary. This issue will not be discussed further in the EIR prepared for the proposed project.

c) Locally designated natural communities (e.g., oak forest, coastal habitat)?

No Impact. No significant locally designated natural communities currently exist within the City of La Palma. No significant impacts would be generated by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

d) Wetland habitat (e.g., marsh, riparian and vernal pool)?

No Impact. The City is almost entirely built out with residential, commercial, industrial and public facility uses. No wetland habitat is currently known to exist within the City of La Palma. The proposed General Plan Update would not significantly impact any existing wetland habitat. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for the General Plan Update.

e) Wildlife dispersal or migration corridors?

No Impact. The City of La Palma is almost entirely built out and does not contain any wildlife dispersal or migration corridors. No significant impacts to wildlife dispersal or migration corridors would be generated by the proposed project. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for the proposed General Plan Update.

3.8 Energy And Mineral Resources

a) Conflict with adopted energy conservation plans?

No Impact. The City of La Palma currently requires that new construction within the City comply with Title 24 energy conservation standards. This is considered an effective means of ensuring that new buildings incorporate energy efficient features. The proposed General Plan Update would not conflict with Title 24 energy conservation standards or contribute to the wasteful use

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of energy or other resources. Development supported by the General Plan would be required to comply with existing energy conservation standards. No significant impacts would be generated by the proposed project. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

b) Use non-renewable resources in a wasteful and inefficient manner?

No Impact. Future development and redevelopment supported by the General Plan would lead to the minimal use of non-renewable resources in the development process. However, these resources are not anticipated to be used in a wasteful or inefficient manner. The proposed General Plan would not support the use of non-renewable resources in a wasteful or inefficient manner. No significant impacts would be generated by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

c) Results in the loss of availability of a known mineral resource that would be of future value to the region and the residents of the state?

No Impact. No known mineral resources exist in the City of La Palma. The proposed General Plan would not lead to the loss of known mineral resources. No significant impacts would be generated by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be discussed in the EIR prepared for this project.

3.9 Hazards

a) A risk of accidental explosion or release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation)?

No Impact. Chapter 12 (Health and Sanitation) of the La Palma City Code governs hazardous material designation and disclosure within the City. In addition, individual development projects involving the use, or storage of hazardous materials within the City are subject to review by the City Planning Department and the Orange County Fire Authority and must comply with local, State and federal safety standards. Projects with potential for the accidental release of hazardous substances must comply with existing safety standards. The proposed General Plan would not significantly alter existing City policies regarding hazardous substances or impact any Health Code requirements. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

b) Possible interference with an emergency response plan or emergency evacuation plan?

No Impact. Chapter 14 (Local Emergencies) of the La Palma City Code creates a Disaster Council and outlines the duties of that Council with regard to emergency services and preparedness activities. The proposed General Plan Update would not impact the Disaster Council or emergency response or evacuation plans or policies established by the City or the Orange County Fire Authority. No significant impacts to emergency response or evacuation plans would be generated by the proposed General Plan Update. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.



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c) The creation of any health hazard or potential health hazard?

No Impact. The proposed General Plan would not create any significant health hazards or potential health hazards. Individual development projects are reviewed by the City to ensure that no health hazards would be created. Existing policies and procedures designed to protect the health of the public would not be altered by the proposed General Plan. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed further in the EIR prepared for this project.

d) Exposure of people to existing sources of potential health hazards?

No Impact. The proposed General Plan would not alter existing policies or land use designations in such a way as to expose people to existing sources of potential health hazards. The Health Code established by the City is designed to ensure that the risk of exposure to health hazards within the City is reduced to a less than significant level. The proposed General Plan would not cause people to be exposed to potential health hazards or alter existing City codes governing health or the safety of the public. No significant impacts are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be analyzed in the EIR prepared for this project.

e) Increased fire hazard in areas with flammable brush, grass, or trees?

No Impact. The City of La Palma is largely developed and no significant amount of flammable brush grass or trees are located in the City. Most of the vegetation found within the City is landscaping that is maintained and watered and does not constitute a significant fire hazard. No significant fire hazard impacts from flammable brush, grass or trees are anticipated as a result of General Plan implementation. No mitigation measures are necessary. This issue will not be discussed in the EIR prepared for this project.

3.10 Noise

a) Increase in existing noise levels?

Potentially Significant Impact. Noise is defined as unwanted or objectionable sound. Although sound is measurable, noise is subjective. The effects of sound on people range from annoyance and inconvenience to temporary or permanent hearing loss. For most people, the usual consequences of noise are associated with speech interference, distractions at home and at work, disturbance of rest and sleep, and the disruption of recreational pursuits.

Community noise levels are measured in terms of the A-weighted decibel, commonly abbreviated dBA. A-weighting is a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear. An A-weighted noise level de-emphasizes low and very high frequencies of sound similar to the human ear's de-emphasis of these frequencies. Unlike linear units such as pounds or inches, decibels are measured on a logarithmic scale, representing points on a sharply rising curve.

Community noise levels vary over time. There are many ways to measure noise over various time periods, but the predominant rating scales for communities in the State of California are the Equivalent-Continuous Sound Level (Leq) and the Community Noise Equivalent Level (CNEL). These measurement scales can be defined as follows:

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- Equivalent Noise Level (LEQ): The average energy level of noise during the time period of a sample, expressed as a decibel. LEQ can be measured for any time period, but is typically measured for 15-minute, 1-hour and 24-hour periods.
- Community Noise Equivalent Level (CNEL): CNEL is a 24-hour time weighted average noise level. Time weighting refers to the penalty imposed for noise that occurs during certain sensitive time periods, such as at night.

Residents and businesses in La Palma are affected by the noise levels generated within the City. The Noise Element of the General Plan provides information on the City's noise levels. The Noise Element also provides a basis for the adoption and enforcement of noise standards and thereby helps to protect the health and well-being of people living and working in the City.

The current General Plan supports community noise exposure guidelines established by the State of California. The proposed General Plan Update would continue to support these guidelines while providing a foundation for the future adoption of a Noise Ordinance.

Increases in noise levels can result from changes in existing uses, increased growth, increased traffic volumes and a variety of other factors. The impacts of the noise control policies established by the proposed General Plan will be analyzed in the EIR prepared for this project.

b) Exposure of people to severe noise levels?

Potentially Significant Impact. Severe noise levels are usually associated with construction activity, industrial activity and some transportation related activities. No severe noise generating uses have been identified in the City. In addition, the City of La Palma is almost entirely built out and so the potential for the development of significant new noise generating land uses is limited. However, future changes in existing uses also have the potential to generate severe noise levels. The EIR prepared for this project will analyze the adequacy of the Noise Element to prevent exposure to severe noise levels.

3.11 Public Services

a) Fire protection?

Potentially Significant Impact. The Land Use Element of the proposed General Plan supports the eventual build out of the City, and has the potential to impact the ability of the Fire Department to provide fire protection services to La Palma. Other General Plan elements with potential to impact the provision of fire protection services include Circulation, Housing and Seismic and Safety. This issue will be analyzed in the EIR prepared for the General Plan Update.

b) Police protection?

Potentially Significant Impact. The City of La Palma provides its own police protection services. The Land Use, Circulation, Housing, and Seismic and Safety elements all have the potential to impact the ability of the City to provide residents and business owners with police protection services. General Plan support of the Police Department, through the establishment of appropriate goals and policies, provides an important foundation for the provision of Police Services. The impacts of the General Plan on the Police Department will therefore be analyzed in the EIR prepared for this project.



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c) Schools?

Potentially Significant Impact. There are currently four school districts serving the City of La Palma and five schools located in La Palma. Table 5, below, provides an overview of the schools serving the residents of La Palma and the locations of these schools.

School Districts also allow students to transfer to other schools in the area as conditions permit. Transfers are limited however, and are most often related to parental employment conditions and other personal reasons. Transfers of students into or out of local school districts usually do not constitute a significant percentage of the student population.

Since the City is almost entirely built out, implementation of the General Plan would lead to only limited new development. The only major new development proposed as part of the General Plan Update would be a Senior Housing development, which would not generate any increase in school attendance levels. Future development of vacant or subdivided lots would be limited. Therefore, impacts on future school enrollment are expected to be minimal.

Table 5
School Facilities Serving the Residents of La Palma

<i>School</i>	<i>District</i>	<i>Location</i>
Walker Junior High School	Anaheim Union High School District	La Palma
John F. Kennedy High School	Anaheim Union High School District	La Palma
Cypress High School	Anaheim Union High School District	Cypress
Lexington Junior High School	Anaheim Union High School District	Cypress
Corey School (Elementary)	Buena Park Elementary School District	Buena Park
Buena Park Junior High	Buena Park Elementary School District	Buena Park
Miller Elementary	Centralia Elementary School District	La Palma
Los Coyotes Elementary	Centralia Elementary School District	La Palma
Stephen Luther Elementary	Cypress Elementary School District	La Palma
Buena Park High School	Fullerton Joint Union High School District	Buena Park

The 1997 population in the City of La Palma has been estimated at 15,761 by the State department of Finance. The overall population in the City is expected to increase through the year 2000 to a level of 16,115. Thereafter, the population of La Palma is expected experience a slight decrease to 15,772 through the year 2020. Overall, the increase in population that would occur over the next two decades is expected to range from slightly over two percent to less than one percent. The estimated change in population for the area would not be significantly altered by the proposed General Plan Update. Therefore, impacts to school attendance levels from changes in population in the City of La Palma are expected to be less than significant.

Since no significant new developments are anticipated in La Palma, impacts to schools from changes in traffic, noise, air quality and other environmental issues are not anticipated. In addition, no significant change in land uses that would affect school operations would occur in the vicinity of any of the schools located in La Palma.

The General Plan would support youth activities and opportunities and the continued operation of high quality schools in La Palma. General Plan policies are also expected to support cooperative agreements with local schools to maintain school grounds for use by the public

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